

Submission 198 (Sharon Gallaway, September 14, 2011)

**HIGH SPEED RAIL COMMENT SHEET**

Please complete and mail this sheet to the following address:

Attention: Supervisor John Pedrozo  
County of Merced  
2222 M Street  
Merced, CA 95340

Board of Supervisors  
2222 M Street  
Merced, CA 95340

1  
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NAME Sharon Gallaway  
First Last  
ADDRESS 12060 E. Childs Ave, Le Grand, CA 95333  
Street Address Town/City Zip Code  
MAILING ADDRESS \_\_\_\_\_  
(IF DIFFERENT FROM ABOVE) Address Town/City Zip Code  
TELEPHONE NUMBER (209) 382-1031  
EMAIL ADDRESS dscattle@gmail.com

|||  
DISTRICT 1 RESIDENT  
12060 CHILDS AVE  
LE GRAND CA 95333-9797

- ☐ Please check here if you would like me to notify you via email or mail of upcoming High Speed Rail public hearings or meetings for the next 12 months.

Please check all that are applicable.

- ☒ I STRONGLY SUPPORT THE A-2 HIGH SPEED RAIL ROUTE ALTERNATIVE (UNION PACIFIC RAIL ROAD/HIGHWAY 99) AND AM AGAINST THE A-1 ROUTE ALTERNATIVE.
- ☒ I SUPPORT THE A-2 ROUTE BECAUSE IT'S CLOSEST TO A MAJOR TRANSPORTION CORRIDOR.
- ☒ I SUPPORT THE A-2 ROUTE BECAUSE IT WOULD LEAST IMPACT FARMLAND AND HABITAT AREAS.
- ☐ I AM AGAINST THE A-1 ROUTE BECAUSE IT MOST NEGATIVELY AFFECTS THE COMMUNITY I LIVE IN.

Please provide any additional reasons or comment as to why you support an A-2 route.

Actually I am opposed to High Speed Rail entirely. Fill up the Amtrack and I might reconsider my position. Too bad that the states who gave up federal funding are smarter than California!!

Please note that your comments provided on this sheet will be forwarded to the California High Speed Rail Authority for their public comment records.

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## Response to Submission 198 (Sharon Gallaway, September 14, 2011)

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### **198-1**

See MF-Response-GENERAL-10 and MF-Response-GENERAL-14. Also see Chapter 7 Preferred Alternative of the EIR/EIS which summarizes the relative differences between the alternatives and identifies the Hybrid Alternative as the preferred alternative for the Merced to Fresno Section.

Submission 542 (Lori Gallo, September 14, 2011)

21 MS. GALLO: Good evening. My comments pertain to  
22 all areas.  
23 MS. RANDELL: Can you state your name?  
24 MS. GALLO: My name is Lori Gallo, and my husband  
25 and his family have been longtime farmers here in

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542-1  
1 California. And I'm not speaking for him tonight. I'm  
2 speaking for myself.  
3 I would like to say that I support alternative  
4 A-2 with the city of Merced to the Madera County line. It  
5 maintains the fewest affects on farmland, the environment,  
6 and our communities. And my husband, he does feel the  
7 same way about that.  
8 It's important to address the Valley's air  
9 quality problems caused by traffic so the burden of  
10 mitigation does not fall on our farmers and the food  
11 processing industries.  
12 Thank you.

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## Response to Submission 542 (Lori Gallo, September 14, 2011)

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### **542-1**

Operation of the project is expected to have a net regional emission decrease, therefore, will result in air quality benefits. Construction emissions would be temporary and cease once the construction phase is completed. Refer to Section 3.3.5 for details on air quality impacts.

Mitigation measures proposed for the HST construction will be committed and implemented by the project. No mitigation burden goes to the industries and residents in the area.



Submission 551 (Nick Garzilli, October 11, 2011)

Merced - Fresno - RECORD #551 DETAIL

Status : Action Pending  
Record Date : 10/11/2011  
Response Requested :  
Stakeholder Type : Business  
Submission Date : 10/11/2011  
Submission Method : Project Email  
First Name : Nick  
Last Name : Garzilli  
Professional Title :  
Business/Organization :  
Address :  
Apt./Suite No. :  
City :  
State :  
Zip Code : 00000  
Telephone :  
Email : nick@et3.com  
Cell Phone :  
Email Subscription : Merced - Fresno  
Add to Mailing List :

551-1

Stakeholder  
Comments/Issues :

To all of California,

Before California makes this HUGE commitment it is important to look at another technology that is poised to make trains even more irrelevant in the near future.

Evacuated Tube Transportation Technology (ET3) is an amazing alternative to HSR. We are SO close to the next Quantum Leap in Transportation. California should lead the way on ET3 instead of investing billions of dollars we don't have in old technology.

ET3 is the MOST GREEN AND MOST PROFITABLE technology in the world. Nothing will end the use of fossil fuels faster than ET3. I can not stress enough the importance of its speedy development in saving the environment and quickly correcting our path to sustainability.

ET3 is faster than jets yet can accomplish 50 times more transportation per kWh than electric cars or trains at 1/10th the cost. It uses 1/20th the amount of materials to build than HSR and is insulated from hitting people, animals, or being effected by bad weather. Also, ET3 will not ruin prime farmland with noisy trains. Tractors can pass under the ET3 Tubes and the system would be able to save 95% of the land that HSR ruins.

Landowners would be compensated for the traffic that passes over their land, quite possibly more profitable than the crops that they grow.

An open consortium of licensees collectively owns this IP. Our vision is "Space Travel on Earth" where car sized capsules accelerated by electric power coast on maglev in an automated global tube network without air friction. 350mph ET3 costs less than roads and can achieve up to 4000mph with proven technology. NY to LA in 45 minutes. D.C. to Beijing in 2 hours.

The problem we have had so far is getting government permitting because ET3 is an 'unproven' mode of transportation. It is a bit of a Chicken and Egg scenario. We have investment firms that have given us letters of commitments for up to \$600,000,000 dependent on government permits, but can't get the government permits until the technology is proven. ET3 could be built in California WITHOUT any public money because it is so profitable. All that is needed are the third party feasibility studies (already done in CA for HSR) and government approval.

I encourage the California HSR Authority to contact the Founder and CEO of ET3 Daryl Oster before any final decision is made. It would be my pleasure to set up the call.

## Submission 551 (Nick Garzilli, October 11, 2011) - Continued

EIR/EIS Comment :  
Attachments :

I am attaching the latest Peer Reviewed Article on ET3 from the March 2011 Journal of Modern Transportation for more details about the technology. Also please visit ET3.com <<http://et3.com/>> for basic info and visuals.

Warmest regards,

Nick Garzilli

EVP Global Development and Marketing  
ET3 Licensee #100  
<%28310%29%20729-6905>

Yes

JMT2011MarchP42-50.pdf (1 mb)

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Volume 19, Number 1, March 2011, Page 42-50  
Journal homepage: [jmt.swjtu.edu.cn](http://jmt.swjtu.edu.cn)



### Evacuated tube transport technologies (ET3)<sup>tm</sup>: a maximum value global transportation network for passengers and cargo

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**Abstract:** Evacuated Tube Transport Technologies (ET3) offers the potential for more than an order of magnitude improvement in transportation efficiency, speed, cost, and effectiveness. An ET3 network may be optimized to sustainably displace most global transportation by car, ship, truck, train, and jet aircraft. To do this, ET3 standards should adhere to certain key principals: maximum value through efficiency, reliability, and simplicity; equal consideration for passenger and cargo loads; optimum size; high speed/high frequency operation; demand oriented; random accessibility; scalability; high granularity; automated control; full speed passive switching; open standards of implementation; and maximum use of existing capacities, materials, and processes.

**Key words:** evacuated tube transport; energy-savings; high speed; cargo; passenger; optimization; global; network  
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#### 1. Introduction

Think about this: No Form of transportation in our universe is older, more proven or more efficient than what we are proposing. Our planet itself has been traveling this way for all of recorded history, and it works successfully. Average world citizens travel at least 300 billion km in orbit during their lifetimes without expending any fossil energy to do so.

#### 2. Overview

The scientific principals of ET3 are highly proven. ET3 is literally "Space Travel on Earth" where car sized passenger capsules travel in 1.5 m (5') diameter tubes on frictionless maglev (magnetic levitated vehicle). Air is permanently removed from the two-way tubes that are built along a travel route. Airlocks at portals allow transfer of capsules without admitting air. Linear electric motors accelerate the capsules, which then coast through the vacuum for the remainder of the trip using no additional power. Most of the energy is regenerated as the

capsules slow down where kinetic energy is converted to electric power through electromagnetic induction. ET3 can provide 50 times more transportation per kWh of electricity than the most efficient electric cars or trains.

ET3 is networked like freeways, except the capsules are automatically routed from origin to destination. Speed in initial ET3 systems is 600 km/h (370 mph) for local trips. This will be developed to 6 500 km/h (4 000 mph) for international travel that will allow passenger or cargo travel from New York to Beijing in 2 h. Velocity may even extend to that of a rocket in future.

ET3 capsules weigh only 183 kg (400 lbs), yet like an automobile, can carry up to six people or 367 kg (800 lbs) of cargo. Compared to high-speed-rail (HSR) trains, ET3 needs less than 1/20 as much material per passenger because the capsules are so light.

Automated passive switching at the full design speed allows a 600 km/h ET3 route to exceed the capacity of a 40 lane freeway thus producing further economy. This exceptional capacity can be leveraged to carry water, sewer, oil, gas, and garbage, etc., all in special capsules. For cargo, the capsule can accommodate up to three Euro pallets (0.8 m wide, by 1.2 m long, by 1.0 m high). The ability to consolidate different utility needs into the same right-of-ways creates great economy of scale. ET3

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Table 1 Evacuated Tube Transport and Transrapid Comparison			
CATEGORY	ET3	TRANSRAPID	UNIT
Performance			
Operating Speed used to compare	500	500	km/h
Switching Speed	500	200	km/h
External Sound Level	35	90	dB
Time to top speed	25	255	seconds
Distance to accelerate	1.13	22.6	km
running resistance per seat	1.05	200	Newton
Specific Energy Consumption	0.08	100	Wh/seat-km
Carbon dioxide emission	0.622	33	g/seat-km
Min suspension gap	8	100	mm
Min radius at 500km/h	1850	6000	m
Safe Headway	0.125	147	seconds
Switch cycle time	5	30	seconds
Maximum power required	1	12	MW
Kinetic Energy	1.45	339	kWh
Specific KE per seat	0.242	1.79	kWh/seat
Life-support Recharge / seat	86	N/A	Wh/seat
Pumping Energy / seat / km	0.72	N/A	Wh/seat-km
Cooling Energy / seat	80	N/A	Wh
Vehicle Empty weight- passenger service	3.2	108	ton
Passengers	8	184	seats
Empty wt / seat	0.033	0.592	ton
Gross weight	0.6	135	ton
Height	1.3	4.2	m
Gross mass / length	0.15	2.52	ton/m
Seat pitch	0.5	1	m
Seat width	0.5	0.5	m
Guideway Tunnel Crosssectional area	12.6	225	m <sup>2</sup>
2-way width	1.5	7.3	m
Mass of 24m span	13	350	ton
Mass of typical support	2	80	ton
Land use	525	2100	m <sup>2</sup> /km
Cost (based on 2005 \$)			
Guideway cost per km	\$1.25	\$17	\$M/km
Guideway maintenance	\$1.12	\$0.83	cents/seat-km
Vehicle cost per seat	\$4,700	\$81,000	\$/seat
Vehicle maintenance	\$0.07	\$0.27	cents/seat-km
Station and Switch Cost	7.3	175	\$millions
Station Capacity	750	14,400	persons/hr
Station Cost / capacity	\$10,425	\$12,153	
Ticket Cost at 6000 md trips/day use 800km trip			
Guideway cost for 800km	\$1,000	\$13,600	\$millions
Vehicle cost 1200 seats needed	\$5.64	\$73.20	\$millions
Station cost (2 minimum)	\$14.60	\$350.00	\$millions
Total	\$1,020	\$14,023	\$millions
10%/cd capital cost/trips per year	\$47.23	\$649.22	per round trip
Plus energy cost	\$0.21	\$8.68	per round trip
Plus Maint Cost	\$0.65	\$2.69	per round trip
Plus misc. operating expense	\$1.00	\$1.00	per round trip
Total Round trip Ticket Price	\$49.12	\$661.59	
Total cap cost for 12000 trips / day	1025.89	14096.4	
10%/cd capital cost/trips per year	23,747,222	326,30556	
Total ticket price	\$25.93	\$330.67	
Total cost for 24000 trips / day	1046.12	14109.6	
10%/cd capital cost / trips per year	15,10787	164	
Total ticket price	\$13.99	\$176.37	
per km cost	\$5,9987	\$0.41	

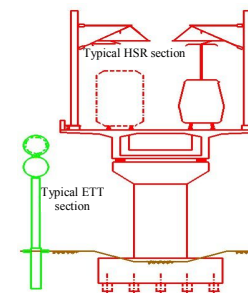


Fig. 1 ET3 compared with HSR

can be built for 1/10 the cost of high speed rail (HSR), or 1/4 the cost of a freeway.

The performance comparison of ET3 with a maglev train is shown in Table 1, section view in Fig. 1.

A studios review of ET3 will reveal that the environmental impact is a quantum level improvement over status-quo modes in almost every measure. ET3 technology represents obvious environmental advantages. For example:

- ET3 will be virtually silent (sound cannot be transmitted in a vacuum).
- ET3 will not cause ground vibration like trains (an advantage of the light weight).
- The path of ET3 capsules is fully isolated within the tube guideway, and therefore it is impossible for birds, animals, or people to be in conflict with the path of the capsules.
- ET3 power supply requirements are advantageous by several orders of magnitude. Once the ET3 capsules reach top speed, they coast without further power appli-

## Submission 551 (Nick Garzilli, October 11, 2011) - Continued

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caution. By contrast, HSR requires 12 MW power supply along the entire guideway.

- Much of the electrical energy used to accelerate the capsules can be recovered when the capsules slow down (Energy Recovery System), the energy may be used to accelerate outbound capsules, stored in a flywheel, or used in the power distribution grid.

- Because ET3 uses electrical energy and the consumption per passenger/mile is less than 1% of an electric train at the same speed, ET3 will not have a negative impact on air quality if renewable sources are used.

There will be a positive effect from reducing automobile and aircraft pollution and Green House Gas (GHG). In fact, ET3 can play a key role to meet Kyoto Protocol by eliminating over 90% of fossil energy use for transportation.

### 3. Safety

Transportation safety is a matter of controlling all travel variables. Only ET3 offers the ability to tightly control them. Conditions inside the guideway tubes are absolutely governed at all times so that optimal conditions for efficient travel always exist. By comparison, trains, cars and aircraft travel in the natural environment where the existence of adverse weather conditions, obstacles to travel (like animals or pedestrians, etc.), cause frequent safety problems.

The US government website [www.bts.gov](http://www.bts.gov) shows that flying in a commercial airline is about 18 times safer than driving the same distance by car. Let's compare the safety of ET3 with jet aircraft. The greatest risk factor of aircraft accidents is human error.

ET3 virtually eliminates this problem through automation. The second largest safety issue with aircraft is bad weather, also mitigated by ET3. The third major cause of air accidents is mechanical failure. Some of the more common causes are: engine malfunction, fuel system problems, fouled controls, structural and landing gear failure, instrument errors, and loss of pressurization. Because ET3 is less complicated by several orders of magnitude, mechanical failures are virtually eliminated.

The most significant risk that applies to ET3 and aircraft is pressure loss in the capsules. Sudden loss of pressure in an aircraft will cause loss of consciousness of the crew within a few seconds. This is known to have been the cause of at least two aircraft accidents. Aircraft are at far greater risk of sudden pressure loss than ET3. Aircraft pressure-holding structure has many points of likely failure, such as: extreme and variable aerodynamic forces, temperature extremes, vibration, air turbulence, bird strikes, hail storms and ice formation, high G force loading, hard landings, etc. By contrast ET3 operates in controlled conditions at all times, and has much

less opportunity of failure. ET3 is also built to 3 times higher margin of safety than aircraft. In the rare event of cabin pressure loss, aircraft must descend thousands of feet before enough air is available for survival. In the rare event of catastrophic emergency with ET3 the affected branch can be isolated with gate valves and, air can be admitted along the entire section. This can occur in a fraction of the time it takes an aircraft to reach safe conditions. This air is metered to quickly slow the capsules and cushions any collisions, as well as provide a breath of fresh air.

In non-failure emergency stop, a capsule experiencing a problem may exit at any access portal or be diverted to an appropriate place equipped to deal with the emergency.

### 4. Enabling technologies

#### 4.1. Magnetic levitation (maglev)

ET3 can use any type of maglev. The cost will be less than 1/10 the cost of using maglev to levitate 100-ton trains. ET3 capsule weight per unit of length is less than 1/15 that of a train so much less material is needed for ET3.

The High Temperature Superconductive Maglev (HTSM) invented by Professor Wang at Southwest Jiaotong University (SWJTU) [1] and preferred for use in ET3 has safety and cost advantages compared with other maglev systems. HTSM is not reliant on motion, external or internal power, or electronic control to maintain stable levitation. The capsule will levitate indefinitely as long as the HTS bulks are kept in a superconductive state by coolant. The record holding Japanese superconductive maglev system relies on liquid helium temperatures of only a few degrees above absolute zero. By contrast HTSM requires only common (and safer) liquid nitrogen temperatures. Liquid Nitrogen is less than 1/100 the cost of liquid helium. The cooling requirements for ET3 are met by carrying enough coolant to keep the HTSM cold enough to levitate during the entire trip, plus a reserve for safety.

The first passenger HTSM developed at SWJTU in China is safely carrying thousands of passengers without failure. The prototype will maintain levitation for more than 6 h on a single coolant charge. It takes less than \$5 worth of liquid nitrogen to charge the prototype. Because ET3 operates in a vacuum, the HTS material will absorb less heat and require less coolant than the first prototype HTSM developed in China.

To reduce the vehicle cost of HTSM some of the HTS material can be replaced with permanent magnet (PM). Tusada [2] shows the levitation force in a PM-PM system is three times larger than the force in the HTS-

PM system, so the levitation force in the hybrid system was larger than that of the HTS-PM system. Stable levitation was achieved in the hybrid system because repulsive force in the PM-PM system against horizontal displacement was much smaller than restoring force in the HTS-PM system. To reduce guideway PM cost; the HTS (and hybrid PM) should be along the entire length of the capsule to reduce the PM section in the guideway. The PM configured in a Halbach array [3] optimized to focus the magnetic field such that less PM is used in the guideway. There might be a possibility that even permanent magnet can be cooled at low temperature by a metal conductor cooling in vacuum. Its temperature coefficient is about 0.1%/degree of Br and 0.5% of Hc. This means At -75 degree C, the Br increases by 10%, and Hc increases by 50%. Finally, the levitation height is optimized to minimize the sum of PM cost and alignment system cost.

#### 4.2. Automation

Automation has been largely responsible for most of the labor productivity and quality gains made in telecommunications during the last 30 years. Consider the electronic control system - used to levitate the world's first maglev train in revenue service in Shanghai China. The system turns an inherently unstable magnetic attraction into a stable one. Controlling the position of the train within a millimeter in mid air (by rapidly changing the magnetic force) is something no human could manage for a few seconds, let alone for an entire trip. Many aircraft also rely on ultra-fast sensing and decision making computer capabilities to achieve stability (also impossible for human operators). Technology capable of controlling ET3 is a commodity.

The ET3 control system is very simple by comparison and can be implemented without computer control (although computers will be used to enhance safety and add functionality). ET3 functions like an industrial or amusement park conveyor system on a larger linear scale. The system will be wired so that out-of-time launch of capsules is not possible. Our computer simulations operate reliably. There is little reason to expect that the actual system will function differently. ET3 can be viewed as a simple conveyor inside a tube with maglev replacing the rollers, and linear motor replacing the drive belt.

#### 4.3. Vacuum systems

Vacuum production is a well developed industry. Vacuum flask insulation bottles that keep liquids hot or cold for long periods of time have a thin shell containing a medium grade vacuum; they function for years if not

damaged by abuse. Televisions and CRT screens require much higher vacuum quality than ET3. If all the TVs, CRTs and vacuum flasks in the world were lined up in a row, they would circle the globe and be able to function for years without additional evacuation pumping. The ET3 tube structure has a more favorable volume to surface area ratio than vacuum flasks or TV tubes. The optimum vacuum level for ET3 is selected to minimize transportation cost, at some point the reduction in aerodynamic drag energy is offset by vacuum production energy. This optimum varies according to use factor and design speed. Minimizing leaks minimizes vacuum energy requirements. Coating and sealing technologies have developed to the point that leakage is virtually eliminated. A vacuum level in the range of 10 microbars down to 100 nanobars is estimated to be a sufficient range for most ET3 branches. Particle accelerator experts agree that the vacuum requirements for ET3 are easy to achieve and maintain compared with the high grade vacuum needed by linear accelerators or cyclotrons/synchrotrons [4].

ET3 capsules carry no propulsion fuel and have no lubrication needs. The chance of an ET3 derailment is virtually zero since the guideway is fully constrained. In the unlikely event that cargo contaminants are released from a capsule, the tube guideway structure provides a secondary containment barrier. Compared to typical HSR, the contamination possibilities of ET3 should prove 2 or 3 orders of magnitude less.

### 5. Maximizing ET3 value

Transportation value is maximized through efficiency of: materials, energy, labor, and time. This is ensured by finding the ideal balance where the benefit/cost ratio is maximized. Simplicity of low parts count, fault tolerant systems (with appropriate redundancy in critical areas), result in great safety and low cost too.

#### 5.1. Size really matters, it is the most important thing to optimize to maximize value

The main reasons trains and aircraft are so big is to minimize labor cost, and aerodynamic drag per passenger (or ton). If one does not have to pay an operator, most of the advantage of large vehicles (like buses, jets and trains) vanish. ET3 is automated, so labor cost is minimized without the necessity of using large vehicles.

ET3 cost is very sensitive to tube diameter. The material use varies with the diameter squared, and the tooling cost increases rapidly with scale factor so that the cost is roughly according to the diameter cubed. If ET3 capsules and tubes are built too large they will cost too much to achieve maximum transportation market share.

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## Submission 551 (Nick Garzilli, October 11, 2011) - Continued

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If ET3 is too small it cannot haul large enough cargo items or achieve comfort levels required to reach maximum network expansion. If several sizes of ET3 systems are built, they cannot be effectively networked together under one global standard offering seamless point to point service.

The optimum size is such that the ultimate global market share of ET3 will be maximized. Cargo and passenger movement have equal importance. About half of the \$8.65T that is spent globally on transportation in a year is to move people, the other half to move cargo. ET3 gives equal consideration to efficiency and effectiveness of passenger and cargo movements. Our studies show that about 94% of cargo can be hauled in an ET3 capsule having about the same volume as a van, pickup or large SUV, happily it turns out that this size vehicle is the most popular conveyance for people too.

The automobile has won the global transportation market. Cox [5] Shows over 80% of passenger travel in the USA is automobile, over 70% in the EU, and over 60% in Japan. In China auto use is growing twice as fast as the economy, and is rapidly taking market share from trains and buses. The size of the automobile is highly optimized by hundreds of years of market forces. People vote on the optimum balance of vehicle utility and cost with the money they spend to purchase and operate the vehicles [6]. The US EPA shows that automobile volume of all cars sold in the USA is 108.3 ft<sup>3</sup> with a standard deviation of 16 ft<sup>3</sup>. Fig. 2 shows load capacity rank.

Our studies of cargo show that most goods shipped in containers are palletized or in cartons. If an ET3 capsule were a few cm smaller than optimum it would not be able to accommodate very common cargo items. Sheets of building materials, refrigerators, ovens, and furniture items that people commonly move would not fit. The cargo utility (measured as a percentage of all cargo items) increases rapidly with diameter. At about 1m diameter over 70% can be accommodated, and by 1.3 m, about 94%. Our research shows that an automobile sized

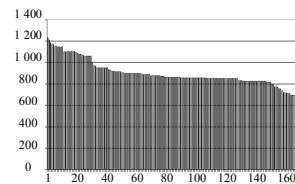


Fig. 2 US automobile load capacity ranking, mean = 858 lb, sd=114 lb for the 200 models sold in the USA

ET3 capsule of 1.3 m (51") diameter and 4.95 m (16.2') long accommodating up to 6 adults, (or 3 pallets) can displace over 90% of present global transportation of people and goods. Cost studies show that the cost to make ET3 capsules and tubes large enough to accommodate standard 40' shipping containers would increase the cost by a factor of 30, but the utility would only increase from 94% to 98% of cargo accommodation

### 5.2. Fast is better than slow

For inspiration we recognize that friction free travel conditions of galactic orbit is proven. ET3 is 'Space Travel on Earth'™. As soon as 2020 the average person will be able to travel between almost any major city on earth in less than 4 h. In addition, the average time to get to an access portal will quickly drop to about 15 min., and eventually to less than one minute. According to US based Walmart, 90% of the population of the USA is within 15 minutes of one of their stores. Fast also relates to capacity. A fast vehicle can carry more trips than a slow one. Small (and low cost) vehicles at high frequency and speed can carry more than massive (and expensive) ones.

Speed is also costly, but less so for ET3 than other modes. Unlike human controlled cars on freeways, ET3 capacity increases with speed, this capacity improvement offsets much of the cost increase associated with higher design speeds. Fig. 3 shown demand for speed, Table 2 shows several speed related variables and constraints.

### 5.3 Demand oriented transport

Dense urban living has high costs for inhabitants and environment. The footprint of cities extends far beyond the official city limits (as countless military sieges have proven). Urbanites depend on long haul cargo. Food

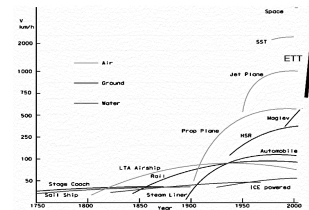


Fig. 3 The history of speed demand

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movement depends on speed to ensure consistent quality and minimize spoilage. ET3 will allow people to efficiently and sustainably live and work where they want to, (instead of where the train tracks are). This is what we call "Demand Oriented Transportation" or (DOT)–

the opposite of Transit Oriented Demand (TOD) [7] a set of codes forcing people to live at unhealthy high densities so they may be served by trains.

The US interstate highway system only represents

Table 2 Evacuated tube transport (ETT) energy and accelerations for 550 kg gross capsule mass

Design speed		1 g acceleration		Curve radius		Kinetic energy		Maximum capacity	
		Time (s)	Distance (m)			(kWh)	40 t truck @ 115 kph	Passenger (person/h)	Cargo (t/h)
200	56	6	157	815	0.2	5%		80 000	5 333
225	62	6	199	898	0.3	6%		90 000	6 000
250	69	7	246	992	0.4	7%		100 000	6 667
275	76	8	297	595	0.4	9%		110 000	7 333
300	83	8	354	708	0.5	11%		120 000	8 000
350	97	10	482	964	0.7	15%		140 000	9 333
400	111	11	629	1 258	0.9	19%		160 000	10 667
450	125	13	796	1 593	1.2	24%		180 000	12 000
500	139	14	983	1 966	1.5	30%		200 000	13 333
550	153	16	1 190	2 379	1.8	36%		220 000	14 667
600	167	17	1 416	2 832	2.1	43%		240 000	16 000
650	181	18	1 662	3 323	2.5	50%		260 000	17 333
700	194	20	1 927	3 854	2.9	59%		280 000	18 667
750	208	21	2 212	4 424	3.3	67%		300 000	20 000
800	222	23	2 517	5 034	3.8	76%		320 000	21 333
900	250	25	3 186	6 371	4.8	97%		360 000	24 000
1 000	278	28	3 933	7 865	5.9	120%		400 000	26 667
1 100	306	31	4 759	9 517	7.1	145%		440 000	29 333
1 200	333	34	5 663	11 326	8.5	172%		480 000	32 000
1 300	361	37	6 646	13 293	10.0	202%		520 000	34 667
1 400	389	40	7 708	15 416	11.6	234%		560 000	37 333
1 500	417	42	8 849	17 697	13.3	269%		600 000	40 000
1 750	486	50	12 044	24 088	18.1	366%		700 000	46 667
2 000	556	57	15 731	31 462	23.6	478%		800 000	53 333
2 250	625	64	19 910	39 819	29.8	605%		900 000	60 000
2 500	694	71	24 580	49 159	36.8	747%		1 000 000	66 667
2 750	764	78	29 741	59 483	44.6	904%		1 100 000	73 333
3 000	833	85	35 395	70 789	53.0	1 076%		1 200 000	80 000
3 500	972	99	48 176	96 352	72.2	1 464%		1 400 000	93 333
4 000	1 111	113	62 924	125 848	94.3	1 912%		1 600 000	106 667
4 500	1 250	127	79 638	159 276	119.4	2 420%		1 800 000	120 000
5 000	1 389	142	98 319	196 637	147.4	2 988%		2 000 000	133 333
5 500	1 528	156	118 966	237 931	178.3	3 615%		2 200 000	146 667
6 000	1 667	170	141 579	283 158	212.2	4 303%		2 400 000	160 000
6 500	1 806	184	166 159	332 317	249.0	5 050%		2 600 000	173 333
7 000	1 944	198	192 705	385 409	288.8	5 856%		2 800 000	186 667
7 500	2 083	212	221 217	442 434	331.5	6 723%		3 000 000	200 000

Remark: 1g lateral acceleration = 45 degree bank angle. Capacity calculated at 6 persons per capsule, or 0.4 t/capsule at a capsule pitch of 15 m (3:1 safety factor). The clearance for fixed maglev components limits curve radius (shown in red) to 600 m UNLESS vertical load is reduced. Federal Aviation Regs state bank angle under 60 deg is non-aerobatic.

# Submission 551 (Nick Garzilli, October 11, 2011) - Continued

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Daryl OSTER et al. / Evacuated tube transport technologies (ET3)<sup>TM</sup>: a maximum value...

2% of the kilometers of paved road, yet it carries about 60% of road based cargo and passengers. ET3 is analogous, a global "backbone" (Fig. 4) of less than 50 000 km operating at a design speed of 6 500 km/h could connect national ET3 branches, and eventually carry at least 20% of global travel, and likely over half.

Control should not require continuous effort. Wouldn't you rather interface with a 24 inch HD touch screen while kicking back in a posh recliner, than driving in heavy traffic while trying to see what is on a cell phone screen? We plan to fuel greater innovation through free, open source platforms provided by big name brands that most of us already trust and use. Not only will this benefit consumers with relevant timely information and more choice, it opens up revenue opportunities for advertisers, carriers, manufacturers and developers along every route. Unlike in an airliner, or train, if we see something interesting en-route via ET3, we are in control and can stop to check it out. This control factor is one of the reasons cars use is growing so much faster than train or bus use.

## 6. Business model

Creating a reasonably high Return on Investment (ROI), and an easy pathway for participation are the keys to attracting international investment and cooperation around a global standard. Proof of this is the \$billion invested in the global Internet system – accessible anywhere because it is built on the same set of standards. We must invest the limited global resources and time to yield the greatest long term benefits for ourselves, our families, our nations and our world.

Another way to reduce costs is to maximize the use of past investments that have already recovered their cost. This may be accomplished with an open consortium business model where stakeholders collaborate on planning, production, and standards, using parallel processes, existing capacities, and leveraging past invest-

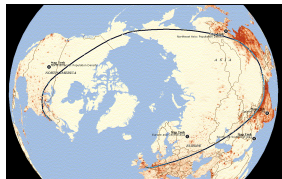


Fig. 4 Population and production centers connected by a global ET3 "backbone"

ments. For instance many companies have collectively invested billions of dollars in production capacity and technology that are already used to produce parts that can be directly used in ET3 systems.

A consortium business model that is fair and transparent, and allows private ownership incentives, will be competitive, whole and balanced. The competitive measurements and comparisons must focused on value. An open philosophy facilitated with universally accessible web-based tools for community cooperation is proven in many fields such as open source software developments.

All of us can make money through serving the greatest good. ET3 can accomplish 50 times more transportation per kWh than the most efficient electric car or train. Also, ET3 can reduce infrastructure cost up to two orders of magnitude. And transportation is the biggest growth market in the world. This ensures there will be plenty of profit potential as ET3 displaces present transportation. ET3 can be built mostly with existing production capacity, processes, technologies, and materials. Those who have the capacities, and make the investments will at once: lower consumer costs, increase jobs, increase revenue and ROI for much greater profits, and greatly stimulate the global economy with the cascading benefits.

Growing Two Long Tails [8]. Everyone in the world has potential to contribute to ET3 (much like "open source" software development, either as developers or consumers) to achieve ET3 implementation for mutual benefit. The ET3 consortium is open (similar to "open source"), to leverage the "long tail" (see Fig. 5) of modest contributions from many; and also recognizes that there is another "long tail" to leverage—past investments made for other purposes. Much of the long tail of past investments cannot be captured with typical "open source" or "chaordic" principals [9]. To leverage the best commercial inventions, IP rights must be respected, and profit motives incentivized.

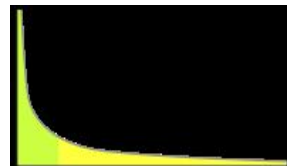


Fig. 5 Power law: the long tail to the right, to the left the few that dominate. The areas of both are the same

## 7. Some impacts of ET3

### 7.1. Adding value to a national capital

Think of Tokyo in Japan. It holds 1/10 of the population of whole nation in a radius of only 15 km or so. The center of Tokyo is the Tokyo station. The Emperor's Castle is just a hundred meter away from it. The shinkansen (bullet train) starts in Tokyo and extends to Aomori up north, Kyusyu down south, and Niigata to the west. Shinkansen is the safest and fastest (250 km/s or so) train of conventional transportation. Tokyo is the safest mega city in the world. The land cost is so expensive that most people can not afford to live in the city center. So people commute mostly by train. The commuting range is about 70 km or so. It takes about 2 h from door to door. It is not a big distance. NIRS where I used to work was 60 km away from my home. I took a car. It took more than 2 h one way. I spent 4 h a day for commuting. I worked such a way for 17 years.

With ET3 we will have a revolution in our lives. When ET3 connects Tokyo Station and Tsukuba science city where I live, I can reach Tokyo in 10 min. Tsukuba will become a backyard community of Tokyo Station. This means that Tokyo can extend its backyard to 60 km distance to west, to the north, to the east.

It is not just about a backyard of Tokyo. Hokkaido is a vast land. Rich nature is reserved. Land is vast, plenty of fresh water, delicious seafood. With ET3, Hokkaido can be a residential area to Tokyo station of within 20 min range. The whole nation of Japan can be connected within an hour. That is a true revolution in transportation. Only ET3 can enable such a revolution of life style. This revolution could happen in major cities of other countries, like Paris, London, Madrid, or Rome.

### 7.2. A new silk road in Eurasia continent

A mega highway project is proposed between China, the Mid-East, and Europe called "the new silk road" to connect them. The concept is right but the transportation method is obsolete and not environmentally responsible. It consumes oil in vain. It would create a traffic jam all along the super-long silk road as the economy grows. Nature will be destroyed. Our civilization is in crisis. Only ET3 can bring a resolution of sustainability in the three critical areas of economy, ecology, and energy. See Fig. 6 as a global extension of the 'silk road' concept, but with ultra clean ET3 technology.

### 7.3. Fresh ice and water transportation

Natural resources are not evenly distributed. The scorching hot desert nations have oil to burn, but there is



Fig. 6 A world connected by ET3

little fresh water to sustain life. Fresh water supply is the critical factor limiting city growth. Enormous quantities of fresh water (mostly in the form of ice) are in the most remote and inhospitable places like Greenland, the north pole or south pole. ET3 can carry them in a flash of time. Fresh ice can be served to Beijing or Arabic countries on demand. Japan has a lot of fresh high quality water all over the country. ET3 can provide high quality fresh water on demand to parched cities.

## 8. Conclusions

Great just isn't good enough. Dissatisfaction with the way things are, and knowledge of the perpetual motion transportation example proven in planetary orbits becomes the driving force behind optimizing 'Space Travel on Earth' to achieve the ET3 vision. We can profit, for ourselves, our children, our nations, and world. Adopting the best transportation practices and methods like ET3 (and letting the status-quo "following" modes fall away) will ensure the advancement of global prosperity.

ET3 will create expanding potentials for several generations. The first nations to implement ET3 will invigorate their economies, then the focus will shift to the enormous opportunity of accelerating the sustainable development of nations now in poverty. ET3 will allow sustainable prosperity to take root in developing nations at a much faster rate. This will improve peace, green the earth, arrest population explosion, and create an age of global prosperity.

The need for transportation crosses all borders. To facilitate ultra efficient and effective transportation for the entire world, we must employ open standards that may be continuously improved, and not encumbered by old ways that are no longer sustainable. We should never restrict ET3 based on: sex, age, race, religion, nationality. We aim to provide the ET3 IP and standards

Journal of Modern Transportation 2011 19(1): 42-50

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## Submission 551 (Nick Garzilli, October 11, 2011) - Continued

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in as many languages and accessible formats as possible. We believe that ET3 will greatly increase the present peace that more than 99% of the world's population enjoys more than 99% of the time.

### Acknowledgements

There are presently more than 95 licensees who have contributed to or support the ET3 body of knowledge. Evacuated Tube Transport, ETT, Evacuated Tube Transport Technologies ET3, 'Space Travel on Earth' are trademarks/service marks of et3.com Inc. all rights reserved. For licensing see <http://et3.net> [10].

### References

- [1] Z.Y. Shen, On developing high-speed evacuated tube transportation in China, *Journal of Southwest Jiaotong University*, 2005, **40**(2): 133-137.
- [2] M. Tsuda, T. Kawasaki, T. Yagai, et al., Improvement of levitation force characteristics in magnetic levitation type seismic isolation device composed of its bulk and permanent magnet, *Journal of Physics: Conference Series*, 2008, **97**(1): 012104. doi:10.1088/1742-6596/97/1/012104.
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- [6] Wendell Cox Consultancy, <http://www.publicpurpose.com/>.
- [7] Transit oriented development: design for a livable sustainable future. <http://www.transitorienteddevelopment.org/>.
- [8] Chris Anderson TED 2004 on "Tech's Long Tail", [http://www.ted.com/talks/chris\\_anderson\\_of\\_wired\\_on\\_tech\\_s\\_long\\_tail.html](http://www.ted.com/talks/chris_anderson_of_wired_on_tech_s_long_tail.html).
- [9] D. Hock, The chaordic organization: out of control and into order, <http://www.fastforwardblog.com/wp-content/uploads/2008/11/dee-hock-the-chaordic-organization.pdf>.
- [10] D. Oster, US Patent 5,950,543 Evacuated Tube Transport (ETT).

(Editor: Dongju CHEN)

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## Response to Submission 551 (Nick Garzilli, October 11, 2011)

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### **551-1**

The California HST system is to be based on sound and proven High-Speed Train technology and operating principles. Specific characteristics of the high-speed train system include electric trains that are capable of sustained maximum revenue operating speeds of no less than 200 miles per hour.

The project's Basis of Design document defines specific physical requirements for a proven revenue service high-speed train system, including:

- Electrified Steel-Wheel-On-Steel-Rail very high speed system capable of safe, comfortable, and efficient operation at speeds of up to 220 mph
- Electric traction system – 2x25kV, 60 Hz• Trainsets using a distributed traction power configuration, approximately 660 feet in length capable of coupling to provide 1320-foot long double trainsets during peak operating hours and required by ridership demand
- Capacity for 450 to 500 passengers per 660-foot trainset (900 to 1000 passengers for a 1320-foot trainset)
- Capable of operating on shared-use tracks (i.e. Caltrain, possibly LOSSAN)

Refer to the Streets and Highway Code Section 2704-2704.01 Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century and the Draft Business CHSTP Draft 2012 Business Plan.



Submission 462 (Julie Giampaoli, September 28, 2011)



CALIFORNIA  
High-Speed Rail Authority

09-28-11P03:04 RCV0

Comment Card  
Tarjeta de Comentarios

Merced to Fresno High-Speed Train Section  
Draft Environmental Impact Report/  
Environmental Impact Statement (EIR/EIS) -  
Public Hearings  
September 2011

Tren de Alta Velocidad Sección Merced a Fresno  
Anteproyecto del Informe de Impacto  
Medioambiental/Declaración de Impacto  
Medioambiental (EIR/EIS) - Audiencias Públicas  
Septiembre 2011

Please submit your completed comment card at the  
end of the meeting, or mail to: Por favor entregue su tarjeta al final de la reunión, o  
envíela a una de las siguientes direcciones:

Merced to Fresno HST Environmental Review, 770 L Street, Suite 800, Sacramento, CA 95814

The comment period on the Draft EIR/EIS begins  
August 15, 2011 and ends September 28, 2011.  
Comments received after 5:00 p.m. on September  
28, 2011 will not be addressed in the Final EIR/EIS.

El periodo a hacer comentarios empieza a 15 de  
agosto y termina a 28 de septiembre. Comentarios  
reciben después de 5:00 p.m. a 28 de septiembre  
no se responderá en el EIR/EIS final.

Name/  
Nombre: Julie S. Giampaoli

Organization/  
Organización:

(Optional/Opcional)  
Address/Domicilio:

Phone Number/  
Número de teléfono: (209) 389-4123

City, State, Zip code/  
Ciudad, estado, código postal:  
Le Grand, CA 95333

Email address/  
Correo electrónico: garvinjul@elite.net

462-1

In regards to the route that is being  
proposed to run through Le Grand / Planada  
makes absolutely no rational sense at all.  
It will completely dismantle two small  
existing towns and pave over prime ag land.  
The schools would be disrupted and homes  
and businesses would be sacrificed that  
have been in these towns for decades. The  
option for the high-speed train, in my opinion,  
is nowhere. Our state is in a terrible  
economic state that schools, senior citizens, →

462-1

and many other government run agencies  
are suffering because the state of California  
seems to be limited on funds. Where's the  
rationale in bringing in a high-speed  
rail that will cost millions to start and  
and much more to complete, if ever  
completed. It ceases to amaze me how many  
people fail to recognize that the prime  
ag land is what contributes to our food  
supply and it doesn't grow in supermarkets  
in California. Food safety and quality is  
what we all look for and that it is  
locally grown. The option to build the  
high-speed rail to run through Le Grand is  
a disastrous choice for both small towns  
completely dismantling two small towns when there are  
other options. If it was your home or your land that  
has been in the family for generations  
would you be so quick to make such a  
hasty decision?? I voted against the high-speed  
rail however, those who voted for it may  
have been misled by the proposal on the  
ballot. It sounds like it is more about  
politics than about the people.



CALIFORNIA  
High-Speed Rail Authority



U.S. Department  
of Transportation  
Federal Railroad  
Administration

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## Response to Submission 462 (Julie Giampaoli, September 28, 2011)

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**462-1**

See MF-Response-GENERAL-10.

Submission 527 (Maria Giampaoli, September 14, 2011)

527-1

9 MS. GIAMPAOLI: Maria Giampaoli. Our business in  
10 Le Grand is 80 years old. Family orientated, started  
11 there. And we also have land and the business in general  
12 day because of the Santa Fe highway route through Le  
13 Grand. Our land provides income to a large population of  
14 Planada, Le Grand. Economically we will be impacted by  
15 the loss of agriculture, jobs, land values, farming  
16 financing. Environmentally we will suffer the loss of  
17 water, noise, urbanization. We are also on an earthquake  
18 fault and we have a lot around us.  
19 Socially we will be affected by the loss of  
20 history of our time and our way of life. The  
21 boysenberries all propagated on the route they want to  
22 take. It will change our school environment and increase  
23 financial budget for our school.  
24 The Santa Fe Route will delay emergency response  
25 and close important roads for the people and students of

73

527-1

1 Planada, Le Grand, where the city high school is located.  
2 Le Grand High coming into it.  
3 Legally the comment period is inadequate for the  
4 size of the project. And we have a state county law right  
5 to farm, so I hope you are all aware of that.  
6 It will cause chaos to the now quiet peaceful  
7 farming community. This is not what I interpreted when I  
8 went to the polls to vote for the high-speed train.  
9 Thank you.  
10 MS. RANDELL: Does your comment pertain to the  
11 Merced to Fresno segment?  
12 MS. GIAMPAOLI: Yes. Through Le Grand. So  
13 between.

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Response to Submission 527 (Maria Giampaoli, September 14, 2011)

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**527-1**

See MF-Response-GENERAL-10.

Submission 606 (Michelle Gieling, October 12, 2011)

Merced - Fresno - RECORD #606 DETAIL

Status : Action Pending  
Record Date : 10/12/2011  
Response Requested :  
Stakeholder Type : CA Resident  
Submission Date : 10/12/2011  
Submission Method : Website  
First Name : Michelle  
Last Name : Gieling  
Professional Title :  
Business/Organization :  
Address :  
Apt./Suite No. :  
City : Merced  
State : CA  
Zip Code : 95340  
Telephone : 2097773350  
Email : gielingfam@gmail.com  
Cell Phone :  
Email Subscription : Merced - Fresno  
Add to Mailing List : Yes  
Stakeholder  
Comments/Issues :

I am concerned about the Merced to Fresno High-Speed train section for many reasons. First of all, I'm concerned about the impact it is going to have on our agricultural land. Crops and animals will be lost which means jobs will be lost as well as the money flowing back into our economy will be lost. California's farmland and soil and is rich and vast but is being threatened by the placement of this high-speed train through valuable farmland. There will also most likely be decreased production from the animals living in the vicinity of the tracks not only during construction but even after the rail is built and the train is in service.

EIR/EIS Comment : Yes

606-1

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## Response to Submission 606 (Michelle Gieling, October 12, 2011)

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### **606-1**

See MF-Response-AGRICULTURE-1, and MF-Response-GENERAL-4.

Submission 607 (Eric Gieling, October 12, 2011)

Merced - Fresno - RECORD #607 DETAIL

Status : Action Pending  
Record Date : 10/12/2011  
Response Requested :  
Stakeholder Type : CA Resident  
Submission Date : 10/12/2011  
Submission Method : Website  
First Name : Eric  
Last Name : Gieling  
Professional Title :  
Business/Organization :  
Address :  
Apt./Suite No. :  
City : Merced  
State : CA  
Zip Code : 95340  
Telephone : 5592892009  
Email : buddy76@hotmail.com  
Cell Phone :  
Email Subscription :  
Add to Mailing List : No  
Stakeholder  
Comments/Issues :

I am concerned about the Merced to Fresno High-Speed train section for many reasons. First of all, I'm concerned about the impact it is going to have on our agricultural land. Crops and animals will be lost which means jobs will be lost as well as the money flowing back into our economy will be lost. California's farmland and soil and is rich and vast but is being threatened by the placement of this high-speed train through valuable farmland. There will also most likely be decreased production from the animals living in the vicinity of the tracks not only during construction but even after the rail is built and the train is in service.

EIR/EIS Comment : Yes

607-1

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## Response to Submission 607 (Eric Gieling, October 12, 2011)

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**607-1**

See MF-Response-AGRICULTURE-1, MF-Response-AGRICULTURE-6 and MF-Response-GENERAL-4.



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Submission 403 (Garold D. Giersch, September 21, 2011)

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**Katie Lichty**

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**From:** office@gai-online.com  
**Sent:** Wednesday, September 21, 2011 10:25 AM  
**To:** Simmons, Zachary M SPK  
**Subject:** Public notice for a department of the army permit

Regarding permit request for the California High Speed Rail.

403-1

The California high speed rail authority has failed to develop a planned location acceptable to the people of California. The location to provide an alternate mode of transportation in California has not been proven acceptable to the property owners in California. I request that the incomplete project plan not be approved or permitted as requested by the authority.

Respectively,  
Garold D. Giersch, P.E.  
Madera, CA

---

NOTICE: This communication and any attachments ("this message") may contain confidential information for the sole use of the intended recipient(s). Any unauthorized use, disclosure, viewing, copying, alteration, dissemination or distribution of, or reliance on this message is strictly prohibited. If you have received this message in error, or you are not an authorized recipient, please notify the sender immediately by replying to this message, delete this message and all copies from your e-mail system and destroy any printed copies.

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## Response to Submission 403 (Garold D. Giersch, September 21, 2011)

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### **403-1**

The EIR/EIS for the Merced to Fresno HST Section analyzes several alternatives, including the No Project Alternative. These alternatives were identified for analysis in the EIR/EIS as a result of an initial alternatives analysis (described in Chapter 2 of the EIR/EIS). The alternatives carried forward for evaluation in the EIR/EIS were identified based on their ability to maximize design standards, minimize disruption to neighborhoods and communities, and minimize impacts on environmental resources. The Authority and FRA undertook coordination with agencies and the public, including early outreach and scoping, meetings with public agencies, and a series of Technical Working Group meetings to refine the initial alternatives and develop the range of alternatives carried forward into the EIR/EIS.

Submission 37 (luis goiz, August 16, 2011)

Merced - Fresno - RECORD #37 DETAIL

Status : No Action Required

Record Date : 8/16/2011

Response Requested :

Stakeholder Type : CA Resident

Submission Date : 8/16/2011

Submission Method : Website

First Name : luis

Last Name : goiz

Professional Title :

Business/Organization : none

Address :

Apt./Suite No. :

City : madera

State : CA

Zip Code : 93637

Telephone :

Email : customboatluis@yahoo.com

Cell Phone :

Email Subscription : Merced - Fresno

Add to Mailing List : Yes

Stakeholder  
Comments/Issues : good for. California just on time for the next generation gooooooohhhh  
for our kid s for the fbenefit of USA it s going to have a good impact at  
the economie we need to think about the future do not approch who  
whant s to stay on the edery time let s move on

EIR/EIS Comment : Yes

37-1

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## Response to Submission 37 (luis goiz, August 16, 2011)

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**37-1**

See MF-Response-GENERAL-9.

Submission 394 (Marine Gonzalez, September 20, 2011)



**CALIFORNIA**  
High-Speed Rail Authority

Comment Card  
Tarjeta de Comentarios

**Fresno to Bakersfield High-Speed Train Section**  
Draft Environmental Impact Report/  
Environmental Impact Statement (EIR/EIS)  
**Public Hearings**  
**September 2011**

**La Sección de Fresno a Bakersfield del Tren de Alta Velocidad**  
Proyecto de Informe de Impacto Ambiental/  
Declaración de Impacto Ambiental (EIR/EIS)  
**Audiencias Públicas**  
**Septiembre del 2011**

Please submit your completed comment card at the end of the meeting, or mail to:

Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:

**Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814**

The comment period is from August 28, 2011. Comments must be received postmarked, on or before September 13, 2011.

Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS:  
**August 15-October 13**

The comment period is from August 15, 2011. Los comentarios tienen que ser recibidos, o matasellados, el o antes del 28 de Agosto al 28 de Septiembre del 2011.

Name/Nombre: Marine Gonzalez  
Organization/Organización: \_\_\_\_\_  
Address/Domicilio: 2305 S Grace Fresno, CA 93726  
Phone Number/Número de Teléfono: (559) 966-3856  
City, State, Zip Code/Ciudad, Estado, Código Postal: Fresno, Ca 93721  
E-mail Address/Correo Electrónico: \_\_\_\_\_

394-1

(Use additional pages if needed/Usar paginas adicionales si es necesario)  
I don't want it because I am  
not going to have a place to  
live.



**CALIFORNIA**  
High-Speed Rail Authority



U.S. Department  
of Transportation  
**Federal Railroad  
Administration**

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## Response to Submission 394 (Marine Gonzalez, September 20, 2011)

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**394-1**

See MF-Response-SOCIAL-1, MF-Response-SOCIAL-2 and MF-Response-GENERAL-10.

Submission 265 (Lorraine Goodwin, September 2, 2011)



CALIFORNIA  
High-Speed Rail Authority

09-02-11P03:15 RCVD

Comment Card

Tarjeta de Comentarios

Merced to Fresno High-Speed Train Section  
Draft Environmental Impact Report/  
Environmental Impact Statement (EIR/EIS) –  
Public Hearings  
September 2011

Tren de Alta Velocidad Sección Merced a Fresno  
Anteproyecto del Informe de Impacto  
Medioambiental/Declaración de Impacto  
Medioambiental (EIR/EIS) - Audiencias Públicas  
Septiembre 2011

Please submit your completed comment card at the  
end of the meeting, or mail to:

Por favor entregue su tarjeta al final de la reunión, o  
envíela a una de las siguientes direcciones:

Merced to Fresno HST Environmental Review, 770 L Street, Suite 800, Sacramento, CA 95814

The comment period on the Draft EIR/EIS begins  
August 15, 2011 and ends September 28, 2011.  
Comments received after 5:00 p.m. on September  
28, 2011 will not be addressed in the Final EIR/EIS.

El periodo a hacer comentarios empieza a 15 de  
agosto y termina a 28 de septiembre. Comentarios  
reciben después de 5:00 p.m. a 28 de septiembre  
no se responderá en el EIR/EIS final.

Name/  
Nombre:

Lorraine Goodwin

Organization/  
Organización:

(Optional/Opcional)

Address/Domicilio:

1009 W 4th Street

Phone Number/  
Número de teléfono:

559 481 1009

City, State, Zip code/  
Ciudad, estado, código postal:

Madera CA

Email address/  
Correo electrónico:

Silver Valley@hotmail.com

265-1

All energy needs must be from American sources. I also demand that all  
Rails, rail cars, parts (especially those that will  
need periodic replacement), furnishings, computers  
and other technological hardware, paint, air  
units, mats, rugs, knobs, screws and more  
all need to be from US manufacturers. Not from  
China. We must make sure we provide American  
jobs and security. We have many educated people  
who were terminated from engineering, technology  
and other jobs. They must be given a real chance  
to provide the expertise, skill and services for the  
whole project. We have unemployed aerospace workers, computer whizzes,



CALIFORNIA  
High-Speed Rail Authority



U.S. Department  
of Transportation  
Federal Railroad  
Administration

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## Response to Submission 265 (Lorraine Goodwin, September 2, 2011)

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### **265-1**

It has not been determined where the trains, which represent a relatively small percentage of the high-speed train project's overall costs, will be built. Currently, no American company manufactures high-speed trains, though there are companies in France, Spain, Italy, Germany, Japan, China and Korea that possess high-speed train technology and do manufacture trains. The U.S. Department of Transportation, of which the Federal Railroad Administration is a part, has a strict "Buy America" requirement for high-speed rail projects that ensures that U.S. manufacturers and workers will receive the maximum economic benefits from this federal investment. In 2009, Transportation Secretary Ray LaHood secured a commitment from 30 foreign and domestic rail manufacturers to employ American workers and locate or expand their operations in the U.S. if they are selected for high-speed-rail contracts. See also MF-Response-GENERAL-19.



## Submission 107 (Gloria Green, September 14, 2011)

### Merced - Fresno - RECORD #107 DETAIL

Status : No Action Required  
Record Date : 9/14/2011  
Response Requested :  
Stakeholder Type : Business  
Submission Date : 9/14/2011  
Submission Method : Website  
First Name : Gloria  
Last Name : Green  
Professional Title : owner  
Business/Organization : Property owner affected  
Address :  
Apt./Suite No. :  
City : Visalia  
State : CA  
Zip Code : 93292  
Telephone : 559-734-3523  
Email : gloriagrn1848@comcast.net  
Cell Phone :  
Email Subscription : Statewide Planning Only, Merced - Fresno  
Add to Mailing List : Yes  
Stakeholder Comments/Issues : Build on Santa Fe Buringame.  
It would have no effect on my property on Santa Fe Drive outside the city or town of Le Grand.  
EIR/EIS Comment : Yes

107-1

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## Response to Submission 107 (Gloria Green, September 14, 2011)

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**107-1**

See MF-Response-GENERAL-10.

Submission 236 (Gloria Green, September 20, 2011)

09-20-11 11:11 RCVD

Sept. 14, 2011  
An End to Third World  
California

Merced to Fresno Draft  
EIR/EIS Comment  
770 L Street, Suite 800  
Sacramento, CA 95814

Sir:

236-1

I have property along the  
Santa Fe Burlingame route.  
It would have no adverse  
affects on my endeavors. There  
is little water and family  
farming only by a few wealthy  
almond, tomatoes and peppers  
grows here. They could adjust  
easily. Factory farms - robot equipment  
Across roads could be changed.  
They have had the area vacant

There  
argument

236-1

for 100's of years with  
no prospects for jobs to  
the indigenous population.

Farmers need to look to  
the future. (Beat China, India, Brazil)

HWY 99 is a sea of lights,  
trucks and small cars that  
is a nightmare. It kills!

Please consider the  
Burlingame Santa Fe and  
not Union Pacific that would  
add (\$3 billion) no one has.

This is California's future.  
Se Grand Planada, and Madera  
have seen no growth for  
150 years. The wealthy  
farmers want it that way.  
They are politically connected  
and throughout the valley they  
own the California leg. <sup>legislature</sup> and  
Senate along with U.S. Senate  
Legislature. Gloria Green  
Info → gloria grn 1848 @ comcast.net

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## Response to Submission 236 (Gloria Green, September 20, 2011)

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**236-1**

See MF-Response-GENERAL-10.

Submission 730 (Mary Griffith, October 13, 2011)

**Mrs. Mary Griffith**  
**232 Clarendon Road**  
**Burlingame, CA 94010**

October 12, 2011

California High-Speed Rail Authority  
Merced to Fresno Draft EIR/EIS Comments  
770 L Street, Suite 800  
Sacramento, CA 95814

[Sent By U.S. Postal Mail and By Email: [Merced\\_Fresno@hsr.ca.gov](mailto:Merced_Fresno@hsr.ca.gov)]

To The California High-Speed Rail Authority:

The intent of this letter is to submit comments on the Draft EIR/EIS prepared by the California High-Speed Rail Authority for the Merced to Fresno section of the proposed California High-Speed Train Project ("Draft EIR/EIS").

730-1 | The Authority's current plan for the Merced to Fresno section of the proposed high-speed rail project would have truly negative impacts on California's natural environment, on the agricultural economy of the California Central Valley, and on local communities located within the Central Valley. I urge the Authority to "start over," addressing the impacts I identify in this letter, and the impacts that I know others will identify. After reconfiguring the project to eliminate and mitigate the negative impacts of the current proposal, the Authority should then recirculate a redrafted EIR/EIS for public review and comment.

730-2 | Please also be aware that the 60-day comment period the Authority has provided for review of the current EIR/EIS did not provide me or the public generally, with an adequate time to review and comment, in the way that CEQA and NEPA require. If for no other reason, the lack of an adequate comment period should convince the Authority to redraft the EIR/EIS and recirculate it, to provide a legally adequate review period, and to permit the kind of public participation that both CEQA and NEPA demand.

I realize that the Authority faces federal funding deadlines, which treat this project as if it were a short-term "job stimulus" project, instead of the 100-year plus public infrastructure project that it actually is. This is regrettable; however, these artificially short federal deadlines do not eliminate the substantive and procedural requirements of both CEQA and NEPA. Both the state and federal law require that the EIR/EIS be redrafted and recirculated.

I urge the Authority to insist on good information, and on full public participation and review. If California hopes to gain the benefits that may flow from the creation of a functional high-speed rail system in the state, "quick" decisions are not the most important thing. The "right" decisions are what are needed most. The current EIR/EIS for the Merced to Fresno section of the proposed statewide project reveals that more time and analysis are needed, in order to make it possible for the state to make the right decisions about the proposed high-speed train project.

My specific comments on the current Draft EIR/EIS are listed below:

730-3

- The High Speed Rail Business Plan is currently scheduled for release in November 2011. Among other information, the Business Plan is expected to contain a close look at funding, ridership and other information pertinent to the feasibility of these proposed Central Valley projects. Publication of the Business Plan will commence a 60-day comment period. Both the MF and FB DEIR/S's make clear that the benefits, including reductions in Greenhouse Gas Emissions, reduction in vehicle miles traveled, increase in high wage earning jobs and the like, rely on the completion of the HST system. Not until the Business Plan is completed should project proposals for any segments of HST whose benefits are contingent on the successful completion of the HST system be considered. The Merced to Fresno Draft EIR/EIS should be put on hold unless and until a Business Plan is approved that demonstrates the feasibility of the HST system as whole.

- A number of the HST alignments are still undergoing additional study including but not limited to the route between Los Angeles and Bakersfield. Because the benefits of the project will can only be realized through completion of the HST System as a whole, unless and until the HST System with all alignments is known and found to be feasible (including in terms of timing, funding and engineering), the Central Valley Project EIR/EIS documents should be put on hold.

- CEQA forbids public agencies from piecemealing or segmenting a project by splitting it into two or more segments. This approach ensures "that environmental considerations not become submerged by chopping a large project into many little ones. It is unconscionable to propose a "project" that is literally a train to nowhere, which is what a section from Merced to Fresno will become, unless a unified project is possible, and actually constructed. The entire approach utilized by the Authority is non-compliant with CEQA.

730-4

- Downtown Fresno would be devastated by the project proposed, and the impacts are not addressed. Please respond to all of the concerns raised by the City of Fresno staff in a presentation recently made to the Fresno City Council, and available online at the following URL: <http://www.fresno.gov/CouncilDocs/agenda10.6.2011/900a.pdf>

730-5

- Finally, the financial feasibility of this project has never been demonstrated. That means that the project is not only premature, and noncompliant with the requirements of Proposition 1A, it means that the environmental impacts cannot be evaluated, because it is not clear that any of the positive benefits or mitigation measures required can ever, in fact be provided. Please respond to the financial critiques of the project available online at: [http://cc-hsr.org/assets/pdf/CHSR-Financial\\_Risks-101210-D.pdf](http://cc-hsr.org/assets/pdf/CHSR-Financial_Risks-101210-D.pdf)

Thank you for taking my comments seriously. I will look forward to the Authority's response.

Very truly yours,



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## Response to Submission 730 (Mary Griffith, October 13, 2011)

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### 730-1

See MF-Response-GENERAL-1.

### 730-2

See MF-Response-GENERAL-7.

### 730-3

See MF-Response-GENERAL-21 and MF-Response-GENERAL-22.

### 730-4

Comments received from the City of Fresno have been addressed. See responses to Submissions 661 and 762.

### 730-5

See MF-Response-GENERAL-18.

Submission 202 (Philip Grigsby, September 14, 2011)

**HIGH SPEED RAIL COMMENT SHEET**

Please complete and mail this sheet to the following address:

Attention: Supervisor John Pedrozo

County of Merced

2222 M Street

Merced, CA 95340

Board of Supervisors

2222 M Street

Merced, CA 95340

2

461

RECEIVED  
Clerk of the Board

AUG 9 2011

NAME Philip Grigsby  
First Last

ADDRESS \_\_\_\_\_  
Street Address Town/City Zip Code

MAILING ADDRESS P.O. Box 118 Le Grand 95333  
(IF DIFFERENT FROM ABOVE) Address Town/City Zip Code

TELEPHONE NUMBER (209) \_\_\_\_\_

EMAIL ADDRESS \_\_\_\_\_



DISTRICT 1 RESIDENT  
PO BOX 118  
LE GRAND CA 95333-0118

- ☐ Please check here if you would like me to notify you via email or mail of upcoming High Speed Rail public hearings or meetings for the next 12 months.

Please check all that are applicable.

- ☐ I STRONGLY SUPPORT THE A-2 HIGH SPEED RAIL ROUTE ALTERNATIVE (UNION PACIFIC RAIL ROAD/HIGHWAY 99) AND AM AGAINST THE A-1 ROUTE ALTERNATIVE.
- ☐ I SUPPORT THE A-2 ROUTE BECAUSE IT'S CLOSEST TO A MAJOR TRANSPORTION CORRIDOR.
- ☐ I SUPPORT THE A-2 ROUTE BECAUSE IT WOULD LEAST IMPACT FARMLAND AND HABITAT AREAS.
- ☐ I AM AGAINST THE A-1 ROUTE BECAUSE IT MOST NEGATIVELY AFFECTS THE COMMUNITY I LIVE IN.

Please provide any additional reasons or comment as to why you support an A-2 route.

202-1

I am against the stop/stopped High Speed  
Rail System.  
How many of you that want it are going to  
ride it. There won't be enough people to ride  
it that will pay for itself.

Please note that your comments provided on this sheet will be forwarded to the California High Speed Rail Authority for their public comment records.

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## Response to Submission 202 (Philip Grigsby, September 14, 2011)

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### **202-1**

See MF-Response-GENERAL-14. Also see Chapter 7 Preferred Alternative of the EIR/EIS which summarizes the relative differences between the alternatives and identifies the Hybrid Alternative as the preferred alternative for the Merced to Fresno Section.



Submission 608 (Wayne and Anne Grissom, October 13, 2011)

Merced - Fresno - RECORD #608 DETAIL

Status : Action Pending  
Record Date : 10/13/2011  
Response Requested :  
Stakeholder Type : CA Resident  
Submission Date : 10/13/2011  
Submission Method : Website  
First Name : Wayne and Anne  
Last Name : Grissom  
Professional Title :  
Business/Organization :  
Address :  
Apt./Suite No. :  
City : Chowchilla  
State : CA  
Zip Code : 93610  
Telephone : 559-665-2062  
Email : grisswa@att.net  
Cell Phone :  
Email Subscription : Merced - Fresno  
Add to Mailing List : Yes  
Stakeholder  
Comments/Issues :  
EIR/EIS Comment : Yes

608-1

608-2

608-3

In response to HSR route thru Chowchilla using the Robertson Blvd alternative, I have the following comments:  
1. Traffic flow on Robertson Blvd will be disturbed;  
2. Delay in traffic to reach R Reagan School, Fairmead School, freeway and the shopping area;  
3. Emergency eq delay in traveling in and out of Chowchilla;  
4. Removal of businesses on both sides of the track, which will result in loss of needed jobs;  
5. Farmland will be in jeopardy, which is the livelihood of Chowchilla;  
6. To sum up there are several issues that need to be addressed before interrupting the natural flow of this town.

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## Response to Submission 608 (Wayne and Anne Grissom, October 13, 2011)

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**608-1**

See MF-Response-TRAFFIC-1 and MF-Response-S&S-1.

**608-2**

See MF-Response-SOCIAL-3, MF-Response-GENERAL-4, and MF-Reponse-GENERAL-5.

**608-3**

See MF-Response-GENERAL-10.

5  
1519

DISTRICT 1 RESIDENT  
PO BOX 3531  
MERCED CA 95344-1531

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## Response to Submission 199 (Scott Hall, September 14, 2011)

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### **199-1**

See MF-Response-GENERAL-14. Also see Chapter 7 Preferred Alternative of the EIR/EIS which summarizes the relative differences between the alternatives and identifies the Hybrid Alternative as the preferred alternative for the Merced to Fresno Section.

Submission 572 (Kathy Hamilton, October 12, 2011)

Merced - Fresno - RECORD #572 DETAIL

Status : Action Pending  
Record Date : 10/12/2011  
Response Requested :  
Stakeholder Type : CA Resident  
Submission Date : 10/12/2011  
Submission Method : Project Email  
First Name : Kathy  
Last Name : Hamilton  
Professional Title :  
Business/Organization :  
Address : 405 El Camino #416  
Apt./Suite No. :  
City : Menlo Park  
State : CA  
Zip Code : 94025  
Telephone :  
Email : KATHAM3@aol.com  
Cell Phone :  
Email Subscription : Fresno - Bakersfield, Merced - Fresno  
Add to Mailing List : Yes  
Stakeholder Comments/Issues : Attached are my comments for both segments of the Central Valley now being studied. I look forward to your response. You may respond by email or the address provided in my letter. Thank you, Kathy Hamilton  
EIR/EIS Comment : Yes  
Attachments : EIR Commentary Fresno to Bakersfield.pdf (197 kb)

October 12, 2011

California High-Speed Rail Authority  
Merced to Fresno Draft EIR/EIS Comments  
770 L Street, Suite 800  
Sacramento, CA 95814

[Sent By Email: [Merced\\_Fresno@hsr.ca.gov](mailto:Merced_Fresno@hsr.ca.gov) and to [dleavitt@hsr.ca.gov](mailto:dleavitt@hsr.ca.gov) ]

To The California High-Speed Rail Authority:

This letter is to submit comments on the Draft EIR/EIS prepared by the California High-Speed Rail Authority for the Merced to Fresno and Fresno to Bakersfield section of the proposed California High-Speed Train Project ("Draft EIR/EIS").

**Preface**

My overall impression is surprise, considering the volume of this report; there are so many missing, inadequate, conflicting numbers and information in this study; much like buffet dining, quantity over quality. This entire document was over 30,000 pages and despite the requests of more than 5000 people and several organizations the Authority has refused to give a more realistic review period of six months to review this massive document.

572-1 Frankly it is becoming very clear that this project does not have the funds to do this project right or wrong and it is a desperate attempt to get something down on paper to make the deadlines on the federal funds. Those funds which will be surely less than 7% of the overall project costs are pushing this project inappropriately ahead of the health of the state. One small stumbling block is time and the now it is a near certain fact that the project will not be in compliance of AB 3034. It has to prove where the capital is coming from, real money not social benefits, show adequate ridership and revenue, prove no requirement of operational subsidy is required and of course obtain an approved funding plan through the legislature.

**Independent Utility**

Speaking of federal funds, a strong requirement is independent utility. This means if the project does not go forward, the improvements made must create a standalone improvement in order not to waste the taxpayers' money. Since funding forecast is not promising for the immediate future, there is not enough information in this Environmental Impact report that shows a strong independent utility usage.

572-2 Amtrak's using the track built in the Central Valley is the independent utility. I understand that miles of track will have to be built to connect the current route to the new route, adding more cost to the program in the physical building of the tracks as well as land takes. This plan B must prove that can be used and be profitable independently. I also understand that whatever qualified as independent utility cannot receive federal fund subsidy. How is this possible with Amtrak usage which is known to receive millions of federal funds each year? How will it run without subsidy or will Amtrak just ask for more money to cover the tab? What about outlining impacts to the city of Hanford if the rail line that currently goes into downtown Hanford is stopped, certainly it will impact the city negatively. The report as far as I can find does not adequately cover the subject of the independent utility if in case Amtrak using the tracks instead of High Speed Rail.

## Submission 572 (Kathy Hamilton, October 12, 2011) - Continued

### Bakersfield:

The project shows great damage to city properties, over 300 residential properties, damaging schools, hospital, and core parking facilities to the convention center with little to no impacts indicated in the EIR. When viewing the impact slides at the Bakersfield workshop, it reminded me of looking at the results of a natural disaster. It seemed unconscionable and for the pursuit of some temporary construction jobs and pumped up permanent job numbers to cause such destruction to the city of Bakersfield. Moving the location of the station to the outskirts of town with adequate regional transportation to and from the heart of the city may have been another option that should have been more carefully studied.

Is the High Speed Rail Authority following CEQA or just NEPA? This question has been raised by the city and is being raised by me. Where is the vigorous state process required of other state agencies with their projects? This report does not adequately address impacts nor mitigations.

It seems odd that the East side of Bakersfield stops short of minority and poor areas of which I have personally driven through the streets. I believe in EIR lingo that's called piecemealing and is strictly forbidden by the state. In these poorer areas, many people had no knowledge of the project. I traveled with a small group some were bi-lingual and there was little knowledge of the project in this needy part of town. It also seems uncanny that in Bakersfield the Authority's plans knocks down 8 houses of worship of all denominations. How could a plan like this be devised and someone think its ok?

I stopped at a day care while I was in Bakersfield which was directly under one of the proposed routes. It was one that was quite unique, called Rock N Ranch Rascals Day Care, owner Cindy Renick, located at 10119 Palm Avenue, Bakersfield, Ca. 93312. What was unusual about it was that the Day Care was on a 1 acre lot, which takes infants to age 5. They learn how to ride and care for horses. This zoning is very hard to come by. It's in a residential area with these large lots which allows horses in the city near many parents path to work. It will destroy her business since no one will want to expose their children to the noise or perhaps the danger of an elevated track right over the daycare. She takes the children outside for rides in a cart pulled by a miniature horse and takes the children on local walks in order to give them more exercise. This activity would carefully have to be planned, if in fact the business survived. Exposing children to the train noise as it came through at 220 mph would not be desirable. Unfortunately she had relocated to this spot about 2 years ago after relocating because of shopping mall project which also threatened eminent domain. I am specifically wondering if she will be offered eminent domain because of the project's devastating effects that are sure to come if the route above her house is chosen.

### Hanford and Kings County:

During my travels I was amazed at the beauty of the farms and dairies and orchards which would be destroyed completely or would be sliced through diagonally. It appears to be the work of engineers ignorant of the terrain and knowledge of farming and dairies. They apparently do not know of the effect cutting lands diagonally will have on businesses. In many cases the farmers would be required to go miles out of the way to get to the other side of the land.

If you ever have driven the roads along the route, you would know that farm equipment using those roads will slow traffic considerably due to the width of the equipment. The weight of the equipment will most likely require more road work and certainly more fuel will be used in performing work around to get to other side of farms over overpasses, miles out of the way. An

important part of the Central Valley is their quest for water and the importance of irrigation systems that will surely be compromised and will surely cost the state a great deal of money to remedy this situation.

The food and dairy products of this region feeds the state, the US and yes parts of the world. I was reminded of the global reach of these lands, when a neighbor told me that friends from Europe traveled yearly to the central valley to buy almonds for their candy making factories. This land cannot be replaced which means it will be all of our loss if their lands are taken.

During my drive to the Central Valley I couldn't help but notice the incredibly wide ROW down the Center of I-5, probably wider than a four lane Highway. In some areas it did curve a bit but overall it was flat, straight and wide. I do not feel this route was properly considered in this EIR or the last EIR. It seems a travesty to go through fertile, rich farm lands when such an option was never studied to the extent that non-ROW options were. Again evidence that the Authority did not want to take the time needed to get the proper clearance in order to proceed the best way with a project that will have a lifetime of effects on the dairy and farming industries of Kings County and frankly all of us.

It seems that the Authority was running out of time and thought they should use this land without a lot of resistance. No underground utilities to deal with and the engineers thought it would require just stripes of land and did not consider technical issues about farming on divided land.

I mentioned previously the issues with farming or working dairies on divided lands but the Authority has to consider land lost because of the pesticide spraying that will not be permitted on the land within a ¼ to ½ mile because of the drift of the pesticide from one area to the next, leaving a much larger piece of land unusable and therefore adding much more cost to the project since purchase of these dormant lands will be necessary to keep farmers whole. And remember you can't farm up to the edge of each parcel since you have to be able to turn farm equipment which results in another reason that the authority will have to purchase a wider strip of land near the tracks.

As far as mitigation, all land is not created equal. Orchards and nut growing operations require a certain type of soil and that soil is not easy to find. Newly planted orchards can take years to become productive. So even if you can find the land, is the Rail Authority prepared to compensate the farmers for lost production time?

The Dairy Industry is huge in Kings County and the Dairy industry creates more jobs than the wine industry and the film industry in California. Dairies are complicated to replicate and need special licensing to operate that usually takes years to acquire. Dairy is the number one industry of Kings County, did you consider the loss of jobs in this industry as much as you talk about creating jobs?

According to Manuel Cunha, President of Nisei Farmers League, the train will cause a loss of 30,000 jobs in the valley. When the Authority looks into the future in regard to job creation, they did not consider the net effect of the loss of jobs in the area as well as the effect on the airline and auto industries.

Frankly the ridership is the major question in the Central Valley since there is virtually no air traffic to pull from. If the requirements of AB 3034 says that the entire segment must show by report revenue and profit, how will that ever be possible? The law also requires that the segment be high-speed train ready including electrification. This is clearly in black and white in the law. And since it appears the Authority does not have the money to do the project in a

## Submission 572 (Kathy Hamilton, October 12, 2011) - Continued

lawful way, why should the Central Valley experience the loss of lands, disruption or loss of farm and dairy lands and their loss of jobs for nothing?

The Legislature made a critical error and that is, not ordering a new independent ridership model after UC Berkeley found that the model by Cambridge Systematics was flawed in some of the practices it engaged in, during the preparation of the model and could not predict the profitability of the project. Ridership determines the size, scope, revenue and station configuration. How can we begin a project with bad underlying numbers? Cambridge Systematics was awarded, or should I say rewarded, with a no-bid contract that will cost the state \$4 million dollars. This is not right and obviously is a "thank you" for taking the heat on the accusations. But remember their first reaction was to defend their company as they did in the George Mazur letter that said, we offered you a revision and you didn't take it. So now we have the organization that did the first study, doing the second one without a bid process. How independent do you think it will be, with an organization that does not want to disprove their original work, reviewed by a Ridership Panel hand-picked by the High Speed Rail Authority, one that is watched by Parson Brinckerhoff and managed only by the CEO, those interested in continuing the project and discouraging any information that would endanger the project. I understand that at least one member of the Ridership Peer Review panel has received consulting work from Cambridge Systematics. This is yet another issue compromising the internal ridership panel. The Legislature made a tragic mistake in not demanding an independent ridership model which could have been just about completed now if they had acted.

### Outreach:

I have followed this project throughout many cities and the complaints are the same, very little actual communication, which means both ways that that results in changes to the project. The Authority touts private meetings with their friends as communication meetings instead of honest public meetings. This was done in the Central Valley as well as the Peninsula.

Now we hear that the Authority is re-introducing another route through the Hanford area but you are not going to study it in this the Draft Project EIR, it will be done later. I am not an EIR expert but it's hard to believe that you can do an EIR's in a piecemeal fashion. You can't finish one Project EIR and then add an alternative later. That seems bizarre and bad if not illegal process. Will you prevent comment on the first alternative up to October 13<sup>th</sup> and restrict later comment to the next alternative? In the spring after all alternatives are joined, can you confirm the Authority will allow yet another comment period, hopefully inviting comments on either or both alternatives. I am requesting to find out exactly how this EIR process will work.

### Chowchilla Area- West Chowchilla Bypass Option issues:

Most of these comments were taken from Kole Upton's extensive comments. There are gross inaccuracies about roads and easements in the EIR, taken from Kole Upton's comments in the Chowchilla area, he asks and so do I, how is it possible for others to read the document and comment with such errors. Examples below:

Section 2.4.2.2., Page 2-43, concerning the Hybrid Alternative and specifically the West Chowchilla bypass Option. Quoting, "The West Chowchilla Bypass Option would travel due south from Sandy Mush north of Chowchilla, following the west side of Road 11 3/4 ...."

572-4

The document does not accurately represent the situation. There is no Road 11 ¾ going north from Sandy Mush. In fact, there is no such road in Merced County. Numbered road do not appear until Madera County several miles to the south along the proposed route.

The Draft EIR does not adequately address flood impacts of the West Chowchilla Bypass Option of Hybrid Alternative particularly in Merced County.

Deadman Creek does NOT have any flood control structures. Thus, Deadman Creek frequently spills over on to adjacent land during heavy rain events. On page 2-42 of the Hybrid Alternative part (2.4.4) of the Alternative Section (2.0), it simply states, "...existing facilities would be modified, improved, or replaced as needed ..."

There are no facilities in that area. The construction of the train will present a new impediment to the flood situation adversely affecting surrounding landowners. Further, how will train operation be affected if the track is surrounded by, or under water?

This Draft EIR inadequately addresses the flood situation of the West Chowchilla Bypass Option of the Hybrid, and the possible dire public safety impacts.

Kole Upton, a farmer near the Y in the Chowchilla area said this during a hearing in Merced:

"A copy of a Freedom of Information Act (FOIA) request dated December 3, 2010 to the Federal Railroad Administration. Despite the fact nine months have elapsed and both Congressmen Cardoza and Denham have requested the information [on the East Chowchilla Bypass Option] be provided, we still have received nothing."

### Question, is the FRA above the law? Why have they not sent the requested information?

Upton says and so do I, this information is required for the District to be able to participate in these discussions. When the West Chowchilla Bypass Option was presented as an option despite the unanimous opposition of every public agency with jurisdiction in the area, we were told that FRA had directed CHSRA to consider that route.

Page 2-21 of the 2.0 Alternatives section of the Draft EIR. The fourth paragraph (highlighted) down starts out, "The Hybrid Alternative also follows transportation corridors ....."

This is not true. The West Chowchilla Bypass Option is part of the Hybrid Alternative and in Merced County it does NOT follow any transportation corridor, county easement, rabbit trail, or anything else. It goes thorough cultivated fields and destroys water district and farmer water facilities essential to continued production of several thousand acres. "

The Biological Resources and Wetlands Technical Report, Merced to Fresno Section EIR/EIS Section, August 2011 fails to identify an important habitat area. Further, it incorrectly identifies the area as rural residential. (Hybrid Alternative Section 2.2.3, Page 4-8, Figure 4-5.)

There is a 14 acre parcel 1/8 of a mile to the south of Cross Road in Merced County is unique to the area. According to a recent (9/9/2011) environmental assessment of the site by Wiemeyer Ecological Science of Santa Rosa, California, "The Site provides and 'island' of refuge for local wildlife as the Site is surrounded by agricultural development."

## Submission 572 (Kathy Hamilton, October 12, 2011) - Continued

572-4

This site was set aside over 50 years ago and was planted with various varieties of trees such as eucalyptus that provide habitat for many species especially flying predators such as hawks. In fact, the San Joaquin Valley Raptor Center frequently releases predators that have nursed back to health after injuries. The planned route of the West Chowchilla Bypass Option of the Hybrid will bisect and destroy this irreplaceable habitat.

The Hydraulics and Flood Plain Tech Reports A & B have flawed data. Throughout, it has the appropriate responsible jurisdictions confused and/or wrong, specifically, in regard to Dutchman and Deadman Creeks in Merced County.

For example, page B-21 in Appendix B of the Fact Sheets for Selected Water Body Crossings has LeGrand-Athlone as the responsible water district. In fact, Le-Grand-Athlone only serves up to a certain point at just about the proposed route. After that, Chowchilla Water District uses the Creek as a means to deliver water to its constituents who own land on both sides of Deadman Creek.

Further, the Draft EIR fails to address the effect of the destruction of the transfer facilities between the two districts. LeGrand-Athlone receives water from Merced irrigation District and transfers some of it to Chowchilla Water District. The proposed route destroys this capability thus adversely impacting landowners of Chowchilla Water district.

In the Draft EIR/EIS, 1.0 Project Purpose, Need, and Objectives, part 1.2.3 CEQA Project Objectives for the HST System in California and in the Central Part of the San Joaquin Valley, page 1-4, one of the Objectives listed is, "Maximize the use of existing transportation corridors and rights of way, to the extent feasible."

The West Chowchilla Bypass Option (WCBO) is clearly at odds with that objective. From the surprise announcement of the WCBO in July of 2010, it has been opposed by every affected public agency with jurisdiction, and by virtually all of the affected landowners and citizens.

The route especially in Merced County follows no transportation corridor of any kind, and ignores and incorrectly identifies rights of way.

To the credit of some of the CHSRA staff (Jeff Abercrombie) and consultants from AECOM (Dick Wenzel) and Parsons (Dave Mansen), we have been able to put a route under consideration that does maximize existing transportation corridors, specifically Highway 99 & 152. That route will be studied in the Draft EIR/EIS for the Merced to San Jose section.

In many cases, the various documents as part of the Draft EIR/EIS are not consistent with one another. This makes it difficult to comment on the project.

Example in the 1.0 Project, Purpose, Need, and Objectives, Part 1.4 Relationships to Other Transportation Projects and Plans in the Study Area, page 1-23, it states, "Many of the projects in the Route 99 Corridor Business Plan address potential improvements along SR 99 in Merced, Madera, and Fresno counties. These projects provide coordination opportunities for the Fresno to Merced HST Project."

572-4

Volume III, Section A – Alignment Plans UPRR/SR99 Alternative with Ave 24 Wye, Drawing T0105A, sheet 5 of 6, it shows the proposed route for the West Chowchilla Bypass Option hooking up to Highway 99 at Sandy Mush Road.

There is no mention that the landowner there has already been approached and committed to selling the same land for an interchange built by CalTrans at Sandy Mush and 99. Although there may have been opportunities for coordination, they have either not occurred or not been effective.

The Preface states regarding the Identification of Preferred Alternative, "The board will not make a final decision on the project alternative to be implemented until after the Final Project EIR/EIS is issued."

However, under the Merced to Fresno HST Milestone Schedule, it states Property acquisition begins December 2012.

**Do they know ahead of time what the board will determine to be the Preferred Alternative?**

**Is this the correct process at this time for any of these situations. Usually negotiations occur after a route is selected. These kind of behind the scenes conversations also went on in Hanford with the rendering plant but private owners were told the Authority staff could not speak about possible mitigations.**

Regarding section 3.8, Hydrology and Water Resources, page 3.8-21, "Dutchman Creek borders the north side of Harris-DeJager HMF site..."

That is NOT true. Dutchman Creek is several miles to the north. Has that error been consistent throughout the EIR? If so, it calls in to question the analysis done concerning the West Chowchilla Bypass Option.

Regarding section 7.0, Public and Agency Involvement, page 7-4, the 5<sup>th</sup> paragraph down, "The alternatives analysis process continued after the April 8, 2010 Authority Board of Directors meeting, with additional public and agency input, including TWG meetings, public information meetings, and individual meetings with local agencies and individuals."

Supposedly, this led to the West Chowchilla Bypass Option (WCBO) being considered. However, I personally attended the TWG meeting in Merced on June 17, 2010. At that meeting, I specifically asked if any agency was in favor of a route west of Chowchilla. The answer was unanimous, "NO!"

Nevertheless, in July, CHSRA announced the WCBO.

There has been no agency with any jurisdiction in the affected area in favor of the WCBO. Also, virtually every landowner and affected citizen is opposed.

Remarkably, this Draft EIR seeks to justify this abomination by implying its selection was a result of significant outreach and input.



## Submission 572 (Kathy Hamilton, October 12, 2011) - Continued

572-4

If CHSRA is serious about receiving public input and conducting this Draft EIR/EIS comment period with the integrity that is imperative in our democracy, the West Chowchilla Bypass Option should be eliminated!

Regarding the 2.0 Alternatives section, 2.4.6 Proposed Heavy Maintenance Facility Locations, page 2-82, it states that for the Harris-DeJager HMF proposal, "Joint Powers Authority to provide financing for site and offsite improvements."

What Joint Powers Authority? In California, such an entity would involve public agencies. Yet, no public agency with jurisdiction involving this property has been involved. Kole Upton was contacted by Mr. DeJager the day before the offer was submitted to the CHSRA.

As a good neighbor, he was concerned that the proposal included part of my property. The agency submitting the proposal was apparently the City of Chowchilla, who not only does not have jurisdiction in this area, but is not even in the same county.

The question is about the integrity of this process. Mr. DeJager has withdrawn his land from the proposal, perhaps now, it is time to stop spending public money studying it. Further, how many of the other HMF proposals are being considered by CHSRA without any thought or concern for the neighboring landowners or residents? Obviously the communication is not getting to the engineers or they are choosing to ignore it in an attempt to bill as many hours as possible.

572-5

### Fresno Impacts:

Though some city officials and business people sing the praises of the project, there are huge impacts that will beset the city and their residents. Here are some of the issues, comments and desires by staff and I too wonder about these things which point to lack of coordination and planning:

1. Underpasses are preferred to overpasses. In part because of visual impacts and insufficient aesthetic mitigations, in part because of their experience with HW overpasses dividing communities while underpasses do less. Ashlan Ave overpass given as an example. Another street in EIR was called out because 8% grade has touchdown and pedestrian accessibility issues.
2. Tulare St overpass, at 20 feet over H Street, is unacceptable.
3. Lack of pedestrian connectivity.
4. Water mains are a major problem; sewer lines, too.
5. Traffic mitigations at several locations. They (Fresno) included proposed language for acceptable mitigation measures.
6. Significant impacts to emergency response impacts were minimized and misunderstood.
7. A request that city staff time for EIR work be paid for by the HSRA.

572-5

8. Significant traffic congestion and short-term air quality impacts.
9. Concern that the design-build-bid method will keep the traffic handling plan (which usually comes after CEQA/NEPA clearance) from being costed and will lead to project cost creeps. The EIR comments then listed all expected construction-related traffic mitigations.
10. Terminating neighborhood streets was inadequately studied or mitigated.
11. Additional ROW will be required to either add local frontage roads or convert to cul-de-sacs. Remnants and unusable slivers were not addressed. "The City is greatly concerned over the loss of land for economic development, loss of property tax revenues and sales tax revenues, as well as the potential for blight created by the HST project."
12. Requests that mitigations be more specifically developed prior to EIR certification. For example, noise impacts of a wall "from 10 to 14 feet" greatly changes with those heights.
13. Regional Population Characteristics used 2000 Census data; 2010 data is now available. Projected population growth may be lower and would further substantiate project impacts. This argument was used repeatedly.
14. Poverello House women's shelter provides numerous services.
15. Roeding Park is historic; first park of Fresno. Project disrupts Roeding Park master plan; city requests compensation for the need to redesign it. Vibrations were not studied sufficiently.
16. The EIR states that sound walls along Roeding Park would have the following effects: "It is assumed that a sound barrier would be 10 to 14 feet tall and have aesthetic treatment. A 10-foot-high sound barrier would reduce noise to 64dBA at 250 feet inside the park and residual noise effects would occur. A 14foot- high sound barrier would reduce noise effect effects to within 1dB of no impact."
17. A hint that construction-related employment effects were inflated. "It is not clear how the \$156,000 annual wage for construction workers was derived. It seems high."
18. "The total employment figures for Fresno County are different on each of the tables, by almost 100,000 jobs. The figures on 3.18-4 may represent total labor force, not total employment. These tables should be reconciled to ensure accuracy."
19. [Forestiére Underground Gardens](#) (you must visit this link!) is in direct path of roadway improvements related to all three alternatives.
20. Historic resources: McCordle Home and Zacky Farms MAY be eligible. Commissioners raised the option of including 40s & 50s motels along 99.
21. Downtown rail station is in the Fresno-Bakersfield map. Request that it also be included in Fresno-Merced for continuity.

## Submission 572 (Kathy Hamilton, October 12, 2011) - Continued

572-5

22. Downtown diagrams are using obsolete maps.
23. Relocation Assistance Program brochures should be included in the Fres-Merced EIR, just like in Fres-Bak EIR.
24. Reiterates that HSRA should be 100% responsible for any/all mitigation.
25. The Van Ness Gateway may become a cul-de-sac and the context for the Gateway will be impacted. "Other than perhaps from the train(s) itself it will be difficult or impossible to view the resource."
26. Several thousand public/private parking spaces exist; new parking should not be developed on a speculative basis.
27. Quoted from the comments: "In regards to Table 3.2-30, "Mitigation Measures Fresno

Station Area - Future (2035) Plus Project", the DEIR/EIS does not prescribe a method for implementing these mitigation measures.

**This project is being funded with one-time money for this segment, and assuming other project segments are funded in a similar manner, those Federal dollars may not be eligible to implement future year mitigations for a previously constructed project segment, thus creating a CEQA/NEPA issue for these traffic impacts.**

Furthermore the HST project's reconfigurations, realignments and road closures represent alterations to traffic patterns that will be permanent upon project completion, thus creating the impact at the time of project construction. Therefore the project must either a) construct the mitigation measures identified in the DEIR/EIS concurrently with the initial project construction rather than deferring them to an unidentified time in the future; or b) identify how the mitigation measures will be funded and, prior to construction of the project, draft and enter into a legally binding and enforceable agreement between the State of California and City of Fresno for the construction of these improvements.

572-6

### Conclusion:

We specifically urge the Authority analyze the agricultural land impacts and the growth inducement impacts of the proposed project. There appears to be little to no regard to the extreme financial burden due to the loss of tax revenues to the counties and cities, their expenses for the man hours to analysis this EIR or the project as a whole. There have been little to no coordination efforts with local agencies and in those cities that did have meetings, they say those conversations and suggestions were not taken seriously and do not reflect in this massive document. Solutions such as in the case of Bakersfield would have helped avoid terrible impacts to their city. But most of all there was been little consideration to the people who will be forever effected by this project. No respect for the extreme worry and the lack of information that has caused people to put their lives on hold. These are the very same families and businesses, who the Authority addressed as "Dear Occupant" during the notification process and without particulars about them or their properties.

Both CEQA and NEPA require an adequate analysis of alternatives for the project. The so-called "Program Level" EIR/EIS cannot be relied upon to have handled the "alternatives"

572-6

analysis properly. It did not do so, and fundamental changes in the routing identified in that Program Level EIR/EIS are under consideration by the Authority. This means, particularly, that a new look at the I-5 corridor is required. The current document is totally inadequate with respect to its examination of alternatives. Real alternatives must be identified and must be studied in a thorough way.

I look forward to your response.

Kathy Hamilton  
405 El Camino #416  
Menlo Park, Ca. 94025

## Response to Submission 572 (Kathy Hamilton, October 12, 2011)

### **572-1**

See MF-Response-GENERAL-10 and MF-Response-GENERAL-18.

### **572-2**

See MF-Response-GENERAL-13.

### **572-3**

See MF-Response-GENERAL-17.

### **572-4**

The text in Section 2.4.2 UPRR/SR 99 Alternative and Section 2.4.4 Hybrid Alternative (Preferred Alternative), has been revised to state "The West Chowchilla design option would travel due south from Sandy Mush Road, between County Road 11 and County Road 13 (where the HST would decrease to a design speed of 150 mph)."

See also MF-Response-GENERAL-2, MF-Response-WATER-3 and MF-Response-GENERAL-7.

Through Merced County the Hybrid Alternative follows the same route as the UPRR/SR 99 Alternative which is adjacent to the SR 99 and UPRR corridors.

See MF-Response-BIO-2. Effects to raptors and their suitable habitat within the Merced to Fresno HST Section construction footprint will be mitigated through specific mitigation measures as well as a Mitigation Strategic Implementation Plan (MSIP). Raptor abundance and diversity will be evaluated through Bio-MM#29: Conduct Pre-Construction Surveys and Monitoring for Raptors. Further surveys will be conducted to evaluate whether the State listed Swainson's hawk is utilizing an area (Bio-MM#32). Monitoring and avoidance will be conducted for nesting raptors (Bio-MM#29,33,34). Removal of raptor foraging and/or breeding habitat will be addressed through Bio-MM#60: Offsite Habitat Restoration, Enhancement and Preservation. Species specific mitigation for Swainson's hawk will be implemented for the loss of foraging habitat (Bio-MM#54).

A combination of best available information was used to determine water crossing responsible jurisdictions. The primary source was a map of San Joaquin Valley "Boundaries of Public Water Agencies" (2001), which was used as a guide for assigning

### **572-4**

jurisdictions. It is acknowledged that this is a rough guide to water agency boundaries, and more detailed information was used when available. Other detailed source information included a CAD map of the Chowchilla Water District (no date provided). It is recognized that the actual operations of the various irrigation and water districts crossed by the HST are complex, and may not be represented entirely by simple boundaries on maps.

Deadman Creek :When georeferenced to the HST alignment, the "Boundaries of Public Water Agencies" map shows the Deadman Creek crossing in the Le Grand – Athlone Water District. The boundary of the Chowchilla Water District on the District's CAD files ends just north of Dutchman Creek (boundary between township 8S and 9S), and does not include Deadman Creek. The best available information indicates that this crossing is operated by the Le Grand – Athlone Water District, and that the Draft EIR/EIS is correct. The Authority acknowledges, however, that the commenter may be correct based on superior local knowledge.

The crossings of Deadman Creek for the various options of the BNSF alignment are all shown as within the Le Grand – Athlone Water District boundaries on the "Boundaries of Public Water Agencies" map. These crossings are not located on the Chowchilla Water District CAD map.

Dutchman Creek :The location of the Dutchman Creek crossings of the UPRR and Hybrid alignments are close to the border of the Chowchilla Water District on both the "Boundaries of Public Water Agencies" map and the Chowchilla Water District map. Upon closer inspection of these maps, the Authority acknowledges that the commenter is correct – these crossings are determined to be within the Chowchilla Water District boundaries. This has been changed.

Transfer Facilities: It is unclear which transfer facilities are being referred to in this comment. As noted in Table 5-3 of the Hydraulics and Floodplain report, hydraulic operation of waterbodies (including irrigation canals and ditches) crossed by the alignment will be maintained by crossing over the waterbody (e.g., with elevated track or spanned crossing) or will be placed in a culvert. These crossing design concepts are described in Section 5.2 of the report.

## Response to Submission 572 (Kathy Hamilton, October 12, 2011) - Continued

### **572-4**

See MF-Response-GENERAL-2. Due to influencing factors from the adjacent HST section to the west, the identification of the preferred wye option, and therefore the West Chowchilla design option, is being postponed until after the San Jose to Merced Section environmental evaluation process is complete.

The project design considers the new Caltrans proposed improvements at SR 99 and Sandy Mush Road. When the wye alternative is selected, CHSRA, Caltrans and Merced County will develop/revise agreements as needed to coordinate on the design and construction of the roadway improvements at this location. Our roadway plans indicate compatibility with the future interchange at Sandy Mush (Plainsburg interchange).

The comment appears to misread the milestone schedule provided in the Preface to the Draft EIR/EIS. The Preface indicates that a Final EIR/EIS will be released in early 2012 and that it will include identification of a preferred alternative, but that final decisions under CEQA and NEPA will be made following the release of the Final EIR/EIS. The Preface also indicates that land acquisition will take place only after final decisions are made.

Draft EIR/EIS Figure 3.8-3 shows Dutchman Creek crossing the track connecting the main UPRR alignment to the Harris-DeJager HMF site, just to the north of that site. Greater detail can be found in Figure 4-3b and 5-1e of the Hydraulics and Floodplain Technical Report. This is consistent with published information (e.g., USGS quadrangles), and the Authority believes that both the Draft EIR/EIS and Technical Report are correct.

The FRA and Authority have worked to obtain input through many different venues and meetings, the TWG meetings being one of those. This has resulted in several improvements, avoidance and minimizations of the project and this collaboration will continue to be an asset during final design. While the West Chowchilla Design Option did not receive unanimous support at the June 17, 2010 TWG, the WCDO offers substantial advantages, such as the reduction of 11 miles of HST track, avoids the concerns expressed by the City of Chowchilla of the HST located near or adjacent to their community center. This option takes advantage of trackway that was already under evaluation as part of the Ave24 Wye. With minor adjustments, the design option was

### **572-4**

called out in the EIR/EIS for evaluation to minimize total project impacts.

All property owners which may be affected by the HST project and any portion thereof have been notified as part of the release of the Draft EIS. Many of the properties offered in response to the HMF request for solicitation did not include land configured adequate for the entire HMF and therefore in many cases adjacent lands would be affected if these sites were selected. Any affected properties would be acquired under the Uniform Relocation and Real Property Acquisition Act. This process is detailed under Section 3.12 of the EIR/EIS.

### **572-5**

Comments received from the City of Fresno have been addressed. See responses to Submissions 661 and 762.

### **572-6**

See MF-Response-GENERAL-2, MF-Response-GENERAL-3, MF-Response-GENERAL-14, MF-Response-AGRICULTURE-1

Submission 692 (Loran Harding, October 13, 2011)

Merced - Fresno - RECORD #692 DETAIL

Status : Action Pending  
Record Date : 10/14/2011  
Response Requested :  
Stakeholder Type : CA Resident  
Submission Date : 10/13/2011  
Submission Method : Project Email  
First Name : Loran  
Last Name : Harding  
Professional Title :  
Business/Organization :  
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Apt./Suite No. :  
City : Fresno  
State : CA  
Zip Code : 93711  
Telephone :  
Email : loran.harding@stanfordalumni.org  
Cell Phone :  
Email Subscription : Merced - Fresno  
Add to Mailing List : Yes

692-1

Stakeholder  
Comments/Issues :

October 13, 2011

This comment refers to section 3.10 Merced to Fresno Hazardous Materials EIS

At p. 3.10-8, the report says this: "Potential Agricultural Operation Hazardous Substances"

"Within the study area, numerous agricultural enterprises have historically stored, handled, and applied pesticides and herbicides on row crops and orchards. Pesticide residues might persist in soils within the study area. "However, routine application of these materials would not generally accumulate to levels sufficient to cause concern". Areas that might be of concern include (1) pesticide-handling areas that lack concrete pads, berms, or cribs to contain spills or leaks during handling and storage, and (2) rinse water from washout facilities for pesticide-application equipment that has not been properly collected and treated before discharge. Equipment-repair and petroleum-storage areas might also be of concern"

The CHSRA cites no scientific evidence in the draft EIR/EIS in support of the statement I have underlined. The CHSRA should either cite such evidence or retract this claim. I believe that routine application of pesticides and herbicides does indeed cause them to accumulate in the soil to levels sufficient to cause concern. And because they DO so accumulate, running hundreds of HSTs per day through the San Joaquin Valley will stir up dust containing these substances and cause humans living along the HST ROW to be exposed to them.

I sent a very long email today, October 13, 2011 with comments on the Merced to Fresno EIR/EIS. The comment made here should be appended to those comments and appear with them in the final EIR/EIS.

Mr. Loran W. Harding  
3411 W. Browning Ave.  
Fresno, Ca. 93711

loran.harding@stanfordalumni.org

EIR/EIS Comment :

Yes

## Response to Submission 692 (Loran Harding, October 13, 2011)

### **692-1**

The Authority and FRA recognize that there is a legitimate concern regarding the health effects of agricultural pesticides. However, the existing regulatory framework significantly reduces the potential that agricultural properties are contaminated with pesticide residues. The U.S. Environmental Protection Agency conducts extensive testing of all commercially-sold organic and non-organic herbicides prior to approval for sale. Additionally, the State of California heavily regulates the purchase and use of agricultural pesticides. Farmers who apply pesticides must report their use; and inspections, investigations, and audits are conducted by state and county officials. The vast majority of pesticide users comply with these regulations (California Department of Pesticide Regulation 2011). In addition, most modern pesticides reside in the environment for limited time before breaking down. For the purpose of our analysis, we have assumed, based on available data about compliance and the existing regulatory framework, that application of agricultural chemicals in the project area has been conducted according to manufacturer recommendations and in compliance with applicable regulations. Given these parameters, the potential for significant accumulation of chemicals in areas that have been subject to routine application of pesticides is low. In addition, the potential for contamination would be evaluated during the property acquisition process. Where current site conditions or documented past land use practices provide a reason to believe that an unusual build-up of potentially hazardous materials has occurred, testing and appropriate remediation would be conducted prior to construction.

In addition, the potential for the operational HST to generate dust through induced air flow is low. Project modeling indicates that the HST's effects on airflow would be generally limited to the project corridor. At 20 feet from the HST track, induced wind would be expected to be approximately 6 mph, roughly two to three times less than the daily average peak gusts recorded in the area (15.0 mph to 21.3 mph at Merced Regional Airport and 14.2 mph to 21.7 mph at Macready Field and Fresno Yosemite International Airport). Consequently, outside of the HST right of way the magnitude of induced wind speeds would be expected to be less than, and indistinguishable from, naturally occurring wind gusts.

Dust generated by the HST would generally be contained within the HST right of way and nearby sensitive receptors would not be in direct contact with dust generated by the HST (refer to Section 3.3 Air Quality). Furthermore, during construction the entire right of

### **692-1**

way would be covered in fill material and/or approximately 2 feet of imported, clean ballast material or concrete slab. Any drift from future chemical applications to adjacent farmlands would be minimal. Therefore, any dust generated by the HST would consist of clean material. Given project commitments to evaluate the potential for hazardous material concerns on a parcel-by-parcel basis, design features that include the use of clean fill in the right of way, and the limitations of the HST-induced air flow, the potential for significant air-borne release of hazardous materials is low. The determination of what parcels require soil testing and where testing should occur would be informed by the Phase 1 environmental site assessment and made in conjunction with state and local agency officials.

Submission 62 (Loran Harding, August 30, 2011)

Merced - Fresno - RECORD #62 DETAIL

Status : Action Pending  
Record Date : 8/30/2011  
Response Requested :  
Stakeholder Type : CA Resident  
Submission Date : 8/30/2011  
Submission Method : Website  
First Name : Loran  
Last Name : Harding  
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State : CA  
Zip Code : 93711  
Telephone :  
Email : loran.harding@stanfordalumni.org  
Cell Phone :  
Email Subscription :  
Add to Mailing List : No  
Stakeholder  
Comments/Issues :  
EIR/EIS Comment : Yes

62-1

SThere will be an intrusion wall between the HSR tracks and the U.P. tracks between Clinton Ave. north to Ashlan Ave. in Fresno. It will be 6 feet tall and three feet wide. It is needed because the separation between the two systems there is only 60' wide. North of Ashlan, there will be 100' separation between the UP and the HSR tracks, but I wish the intrusion wall could be built there as well. Sooner or later a UP or HSR train will derail and get more than 100 feet from the tracks, and this wall would prevent a collision between the UP and the HSR trains. So, the intrusion wall should be extended north from Ashlan Ave. where it is now planned to end, on north to where the HSR tracks will go up onto a viaduct near where Veterans Blvd. overpass will be built.

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## Response to Submission 62 (Loran Harding, August 30, 2011)

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### **62-1**

Per design requirements, intrusion barrier will be provided where centerline of HSR tracks are at a distance of 46.5 to 73.0 ft from centerline of closest freight train (e.g. UPRR). Where the separation between tracks is larger, intrusion barriers are not required and are not provided. Please see Section 2.4.2 of the Final EIR/EIS for more information. See also MF-Response-S&S-4.



Submission 347 (Loran Harding, August 30, 2011)

8-30-11



**CALIFORNIA**  
High-Speed Rail Authority

Comment Card  
Tarjeta de Comentarios

**Fresno to Bakersfield High-Speed Train Section**  
Draft Environmental Impact Report/  
Environmental Impact Statement (EIR/EIS)  
**Public Hearings**  
**September 2011**

**La Sección de Fresno a Bakersfield del Tren de Alta Velocidad**  
Proyecto de Informe de Impacto Ambiental/  
Declaración de Impacto Ambiental (EIR/EIS)  
**Audiencias Públicas**  
**Septiembre del 2011**

Please submit your completed comment card at the end of the meeting, or mail to:

Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:

**Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814**

The  
28, 20

Extended comment period for  
Fresno to Bakersfield High-Speed  
Train Draft EIR/EIS:  
**August 15-October 13**

September  
15, or  
2011.

El periodo de comentario es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 28 de Septiembre del 2011.

Name/Nombre: Mr. Loran W. Harding

Organization/Organización: \_\_\_\_\_

Address/Domicilio: 3411 W. Browning Ave

Phone Number/Número de Teléfono: \_\_\_\_\_

City, State, Zip Code/Ciudad, Estado, Código Postal: Fresno Ca

E-mail Address/Correo Electrónico: loran.harding@stanfordalumni.org  
(Use additional pages if needed/Usar paginas adicionales si es necesario)

347-1

① The intrusion barrier should extend north from Ashlan Ave to the point where the HSR tracks will go elevated south of Herndon Ave. It will now run between Clinton and Ashlan Ave. It should run further north.

347-2

② Sound walls 8 feet tall should be built along the HSR tracks on their east side from Herndon Ave south clear through Fresno. So, tall sound walls should be a noise mitigation device used through all of Fresno.



**CALIFORNIA**  
High-Speed Rail Authority



U.S. Department  
of Transportation  
**Federal Railroad  
Administration**

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## Response to Submission 347 (Loran Harding, August 30, 2011)

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**347-1**

See MF-Response-S&S-4.

**347-2**

See MF-Response-NOISE-6.

## Submission 736 (Loran Harding, October 13, 2011)

### Merced - Fresno - RECORD #736 DETAIL

**Status :** Action Pending  
**Record Date :** 10/14/2011  
**Response Requested :**  
**Stakeholder Type :** CA Resident  
**Submission Date :** 10/13/2011  
**Submission Method :** Project Email  
**First Name :** Loran  
**Last Name :** Harding  
**Professional Title :**  
**Business/Organization :**  
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**Apt./Suite No. :**  
**City :** Fresno  
**State :** CA  
**Zip Code :** 93711  
**Telephone :**  
**Email :** loran.harding@stanfordalumni.org  
**Cell Phone :**  
**Email Subscription :** Merced - Fresno  
**Add to Mailing List :** Yes

### Stakeholder Comments/Issues :

October 12, 2011

Comments on the August, 2011 High Speed Train draft, EIR/EIS for Merced to Fresno by Mr. Loran W. Harding, Fresno, Ca. follow.

L.H.- I favor HSR in Calif., provided it is built and maintained to operate safely. I focus primarily in these comments on Fresno, Ca. and, especially, NW Fresno, Ca.

1) L.H.- The EIR refers to NW Fresno as "urban-noisy". A fundamental principle the CHSRA uses is to say that noise created by HSTs is an issue requiring mitigation only if HST operations raise the noise level above EXISTING noise levels significantly. Only three short-term and three long-term noise measurements were taken in the City of Fresno and I feel that that is not enough to get an accurate idea of existing noise levels. The principle is subject to abuse.

In the Noise and Vibration Technical Report, part of the Merced to Fresno Section Project EIR/EIS, at p. 4-3, Fig. 4-1, we see this:

If existing noise is 40 dB, severe noise is 55 dB.  
If existing noise is 71 dB, severe noise is 75 dB.

L.H.- So if the CHSRA can characterize a neighborhood as noisy, it can create more noise and not be required to mitigate it than if it characterizes a neighborhood as less than noisy. I do not believe that most of the residential areas of NW Fresno are "noisy". A few UPRR, BNSF and Amtrak trains come through each day, but that does not make these neighborhoods noisy. I object to the fundamental principle used by CHSRA in this regard.

2) The EIR indicates a "screening distance" for noise as follows. This is the distance beyond which noise from the HSTs should not be a problem for people. Page 3.4-16, Table 3.4-8.

Urban- unobstructed (noisy)	700 feet
Urban/suburban (noisy) with intervening buildings	350 feet
Quiet suburban/rural	1,300 feet

L.H.- So if one lives in a house with other houses and commercial buildings between him and the HSTs, the noise of HSTs on those tracks should not be a problem if his house is 350 feet or more from the HST tracks. This sounds ridiculous to me. The HMMH study done on HSTs in Europe in ~1996 shows HSTs producing 98 dB of noise at only 185 mph. Ours will go much faster. I think they will be heard for a LOT farther than 350 feet.

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3) L.H.- 20 HSTs per HOUR in Fresno will raise the noise level a LOT, and so a LOT more noise mitigation should be applied in Fresno than the report shows. I especially believe that sound walls should extend from the Herndon Canal to significantly south of Shaw Ave. to prevent noise from radiating from HSTs to the NE and impacting homes on the north side of the Herndon Canal.

4) L.H.- Fans atop the HST cars should be shut off while the trains transit Fresno, especially on the express trains. These fans are a significant source of noise.

5) L.H.- The quietest trains available should be purchased by CHSRA. These trains vary widely in how noisy they are, shown in the HMMH study of HST trains in Italy, France and Sweden in ~1996. Then these trains purchased should be treated to reduce noise: skirts on the wheels, shrouds on the pantographs should be used. Their wheels should be kept round, and corrugations on the rails should be ground down often.

6) L.H.- Noise of HSTs increases with speed. Since the trains will go 220 mph in Fresno, we need more sound mitigation than do cities on the S.F. peninsula where the trains will travel at lower speeds.

7) L.H.- The report says soundwalls can be 14' tall, but proposes to use lower ones. The soundwalls should be the full 14' tall throughout Fresno. They should be used on the HST elevated sections at the north and south ends of Fresno too.

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8) L.H.- In Fresno, the HSTs will run for about 10 miles from the San Joaquin River to south of downtown right next to the UPRR the entire way!!! This presents "serious" safety issues due to the possibility of collisions between the HST trains and UPRR trains carrying hazardous cargo. Collisions between two UPRR trains could also injure passengers on the HSTs. It would be a serious mistake to bring the HST route through the City of Fresno immediately adjacent to the UPRR freight trains! There are today, Oct. 12, 2011 ~500,000 residents in Fresno and ~95,000 more in Clovis, contiguous to Fresno on the NE.

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9) L.H.- Because of comment (7), a bypass for the "express" HSTs out to the west of Fresno should be built. It would run from north to south down between Fresno and Kerman, on a ROW 100' wide and about 15 miles long.

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The HST "express" trains will do the people of Fresno no good whatsoever, and will just be a menace with their noise, vibrations, dust and the risk of collisions. The proposed alignment through Fresno is through a "very" densely populated, heavily built up city. Thousands of single

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family homes lie close to the proposed route. Many businesses and schools do too. Merced, Chowchilla, and Madera to the north and Hanford and Bakersfield to the south do not present "nearly" such a concentration of homes along the proposed alignments there. It is accurate to say that Fresno is the most heavily built-up community with more homes right near the proposed HST alignment than any other community between San Jose and Los Angeles. The CHSRA people all know this, and my knowing it too has made them all very nervous. The consultants they hire to run the dozen or so public meetings I have attended in Fresno, Madera and Chowchilla over the past two and a half years are pretty good at palming aces, but not perfect at it. Imagine, I had to come up with the idea of a tall, very robust wall separating the UPRR trains from the HSTs in Fresno, and THEN they told me about the "intrusion barrier", a steel-reinforced wall 3 feet thick and 6 to 10 feet tall, set in pilings or in a special footing. It could deflect an errant freight train and keep it off the HST tracks. BUT THEN, I am told that it is required by the FRA "only" where there is less than 72 feet of lateral distance between the UPRR tracks and the HST tracks! Since the only place that will occur in Fresno is in the two-mile stretch between Ashlan and Clinton Aves., that will be the only place in Fresno to get the "intrusion barrier". Congress and the Obama Administration should change the law on this point. The FRA should require the "intrusion barrier" through the entire length of the HST route through Fresno since ALL of the route will run right next to the hazardous UPRR tracks. The next time Secretary of Transportation Ray LaHood shoots his mouth off in California about "background noise" re HSR, as he recently referred here to concerned, informed Californians like myself, he should also have to announce that the intrusion barrier will run the entire length of the HST alignment through Fresno. He SHOULD be required to announce that the small amount of money needed to build a bypass out to the west of Fresno for the HST "express" trains has been located in Washington, D.C. and that that feature has been added as well. Official Washington and official Sacramento see the Central Valley as another Appalachia I believe, but, unfortunately, a few Stanford grads like me have taken up residence here, and we can think, and speak out. Very troubling.

736-7

736-8

The City governments of Chowchilla and Madera are up in arms and do not want HSTs passing through their cities! Hanford is the same! A few days ago it was announced that an alternate route to the WEST of Hanford is back under consideration. I believe that the HSTs should come south from Merced, and pass to the WEST of Chowchilla, Madera, FRESNO and Hanford.

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Stations built to the WEST OF Fresno and Hanford would draw riders for HSR just as well as stations IN their downtowns- probably better.

There is a tragic political history to having ALL of the HSTs- both locals and express trains- coming through a station in downtown Fresno. It was reported that the Director of the CHSRA told Fresno Mayor Ashley Swearengin in early 2009 that if she did not accept a station in downtown Fresno, that Fresno would get NO station. Then, in late 2009, the Authority told Fresno City officials, the Mayor included, that Fresno could either have ALL HSTs pass to the west of Fresno with a station out there, or it could have ALL of the HSTs come through Fresno in the dangerous UPRR corridor with a station downtown. They chose the latter. That was a horrific mistake and it will be seen as such the first time there is a serious mishap in Fresno involving a HST. Apparently without asking a single question about dust, hazardous material carried by the UPRR in Fresno, noise, vibration and the danger of derailments by UPRR and HST trains, or about the condition of the UPRR tracks, the dangers posed by industrial facilities in Fresno near the proposed HST ROW, the dangers posed by terrorists targeting the HSR trains in heavily built-up and densely populated Fresno, Mayor Ashley Swearengin and her hired administrators chose to bring ALL of the HST trains, locals "and" express trains, north to south through about 10 or 12 miles (!) of Fresno right next to the UPRR tracks. All of this to get some supposed "revitalization" in bombed-out, deserted downtown Fresno. It, or the residential neighborhoods north and south of downtown, will be literally bombed out the first time a UPRR freight train tangles with a HST train traveling at 220 mph a hundred feet away.

The EIR says that "activity centers" will develop around downtown stations, but in Fresno, at least, the price will be to bring the trains past thousands of existing single family homes and impact them with noise, vibrations, dust and the danger of collisions.

10) L.H.- I feel that the Congress through the FRA should provide money to upgrade the UPRR tracks though Fresno and that the UPRR should be compelled to accept the improvements. They would probably gladly accept them. The new HST alignment will be RIGHT NEXT TO the existing UPRR tracks for ~10 miles through Fresno. Upgrading the UPRR tracks to make them as resistant to derailments as will be the new state-of-the-art HST tracks only makes sense. EVERYBODY at the CHSRA seems to agree that the chance of a UPRR train derailing near the HST ROW is far higher than the chance of a HST

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derailing near the UPRR tracks.

11) L.H.- The EIR discusses security mostly in terms of sensors on fences, lights, and TV cameras. I feel that with Osama bin Laden urging his followers to attack trains in the United States shortly before his death, much more extensive measures should be taken than the ones the EIR discusses. E.g., the "Nova" program "Rebuilding Ground Zero" showed that a new, high compressive-strength concrete is being used in the podium of One World Trade Center. It can withstand a force of 14,000 PSI. This material might be used at strategic locations in the system, including in Fresno. The system will be subject to more than just "bad luck", according to the terrorists.

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12) L.H.- For many decades, powerful herbicides, pesticides, fungicides and rodenticides have been used on the soil and crops in the San Joaquin Valley. We know that anthrax and Valley Fever spores are in the soil here as well. Now HSTs moving 220 mph are going to roar through this valley every three minutes and they are going to stir up dust, presenting a health hazard to our residents. We have a huge problem with asthma in the Central Valley already. It was in the news that CHSRA will have to mitigate arsenic in soil near a high school on the S.F. Peninsula, and we probably have arsenic in our soil as well.

L.H.- The EIR makes the unsubstantiated assertion that the substances mentioned above do not accumulate in the soil. The CHSRA should provide scientific evidence of that assertion. Before the first HSTs run in the Central Valley, soil analyses should be done at 100 locations along the final ROW from Los Banos to Bakersfield to determine what harmful substances are in the soil and then these analyses should be repeated every 10 years. Where harmful substances are present in dangerous concentrations, dust mitigation measures should be taken. Covering the soil in plastic, planting plants or grass, or limiting farming operations near the ROW all come to mind.

736-13

13) L.H.- The tests and assumptions in the EIR all assume a maximum speed for the HSTs of 220 MPH, but a senior engineer on the project told me that the infrastructure is being built to handle train speeds of 250 mph. A second engineer on the the panel at the CHSRA meeting in Fresno on Sept. 20, 2011, confirmed that to me. It is not clear what the maximum speed of the

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HSTs will be in the San Joaquin Valley.

14) L.H.- The towns on the San Francisco peninsula, by suing in Sacramento, seem to have gotten the maximum speed of the HSTs reduced to ~130 mph there. Because the law requires the trains to travel between San Francisco and Los Angeles in 2 hours and 40 minutes, they will have to travel at maximum speed in the Central Valley to make up time. This is unfair and the law should be changed to allow the trains to slow down in the Central Valley. Our communities, our lives and our sanity are as precious to us as they are to the people of the S.F. peninsula. The communities of the San Joaquin Valley should sue the CHSRA and the FRA and the U.S. Department of Transportation to force a reduction in the speed of the HSTs here to speeds comparable to those on the S.F. peninsula. The law should be changed to allow more travel time for the HSTs between San Francisco and Los Angeles.

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15) L.H.- An "intrusion barrier", a wall 6' to 10' tall and three feet thick separating the UPRR tracks from the HST tracks is planned in Fresno only between Ashlan and Clinton Aves. Here, the tracks will be only 60' from each other. The FRA requires that when a HST track is less than 72' from an adjoining rail system, such as the UPRR in Fresno, that such a barrier be built. From 72' feet out to 100', a swale or a berm must separate the two systems. I believe that the intrusion barrier should be built between the HST tracks and the UPRR tracks through the entire ~10 miles of Fresno where they run next to each other. This is a densely populated community, the most densely populated through which the trains will run between Merced and Bakersfield. The intrusion barrier costs less than \$5 million per mile. Instead of building it for two miles in Fresno, it should run for ~10 miles, adding perhaps \$40 million to the cost of the system.

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16) L.H.- The CHSRA and the FRA should determine all hazardous cargo carried by the UPRR in Fresno and publish that list. It should appear in the final EIR in 2012. All concerned should then realize that the plan now is to run 20 HSTs per HOUR, all day, every day, many of them traveling at 220 mph with up to a thousand passengers aboard, for decades into the future, within 100' of those freight trains with no barrier, swale or berm between the two systems, and all of it near of thousands of homes in Fresno.

Now more comments with specific references to language in the EIR/EIS.

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17) At p. 3.4-7 "The noise impact criteria used by the FTA and FRA are

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ambient-based; the increase in future noise (future noise levels with the project compared to existing noise levels is assessed rather than the noise caused by each passing train". So if we can declare the existing noise to be substantial, we can get away with more noise from the HSTs. I believe that the methodology used to determine "existing noise" has conceptual problems. The occasional freight train does not make a neighborhood "noisy".

18) See comment (2) above. Here are the "screening distances" for "vibration" from Table 3.4-9 at p. 3.4-17:

Residential	Frequent trains	With train speed of 200 to 300 mph-	275 feet
"	"	Infrequent trains	- 140 feet

L.H.- So if your home is more than 275 feet from the HST tracks with frequent trains (that will be Fresno), you should not be bothered by the vibration the trains cause. I feel the vibrations of BNSF trains at ~850 feet in my home, but they do have heavy diesel locos.

19) At page 3.4-25: "Fresno is the most densely populated city along the proposed corridor (between Merced and Fresno), with several highways, busy local roads, UPRR, and aircraft noise contributing to the noise environment".

L.H.- But my home at Browning and Valentine Aves. in NW Fresno seems to be in a quiet neighborhood. That is why I bought it in 2000. I think CHSRA stretches the truth here regarding this being a noisy environment. Some parts of Fresno certainly are, but not all parts, even 1.5 miles NE of the Shaw Ave. gradecrossing of the UPRR, as my home is.

And SINCE Fresno IS the most densely populated city along the proposed corridor, we need a bypass for the HST express trains out to the west of Fresno a few miles.

20) At p. 3.4-29, Table 3.4-12: This table estimates noise impacts along the route from Merced to the Fresno station, before mitigation. Moderate and Severe. If we look at the UPRR/SR 99 alternative, which includes Fresno, we see this:

Moderate	
Severe	
1,243 to 1,325 residential, 5 to 6 churches,	787 to 884
residential, 1 to 2 churches,	
1 school, 1 hospital	1
park, 1 outdoor movie theater.	

L.H.- That is for the entire distance from Merced to the Fresno station! The numbers look low to me. Most of the residential impacts will be in Fresno, since we have by far the highest density of homes along the proposed route.

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21) At p. 3.4-31: "Up to 272 trains per day would pass through Madera and Fresno, in contrast with about 100 per day in Merced in 2035. Fewer trains at lower speeds would result in lower noise levels, and combined with fewer noise-sensitive land uses, would result in fewer noise impacts north of the wye. The large number of homes along the alignment in Madera and Fresno, along with the higher train speeds and greater number of trains, would result in "many more noise impacts" in the southern section" (of the Merced to Fresno study area). L.H.- That is direct quote from the EIR.

L.H.- SO, Fresno deserves LOTs of noise mitigation, not the skimpy mitigation shown in the EIR.

At p. 3.4-32: "In the Fresno vicinity, severe noise impacts are projected at 538 residences, 1 church, and Roeding Park".

At p. 3.4-36 we see Fig. 3.4-12: "Noise Impacts in the Fresno Project Vicinity". We see many "moderate" at Herndon Ave. and south TO the Herndon Canal, some "severe" just south of the Canal, then some "moderate" south of Ashlan Ave., then many moderate and some severe between Clinton Ave and Hwy. 180.

L.H.- Most of the noise impacts shown are moderate, and ALL are very close to the HST tracks. NO impacts even a quarter of a mile from the HSTs are shown!. I just find that hard to believe wrt trains that will produce more than 98 dB of noise!

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22) At p. 3.4-45: This discussion is re how to mitigate noise. These are the measures proposed:

1) Install sound barriers. "These can achieve 5 to 15 dB of noise reduction". "The maximum sound barrier height would be 14 feet for at-grade sections; however, all sound barriers would be designed to be AS LOW AS POSSIBLE while still achieving a substantial noise reduction".

L.H.- This language is troubling. The sound barriers should be the full 14 foot maximum and should achieve the maximum noise reduction. I think people's sanity counts for something and 20 HSTs per HOUR are going to impact it. All the evidence is that people prize quiet more than visuals.

2) "Work with the communities to determine how the use and height of sound barriers would be determined using jointly developed performance criteria".

L.H.- This language is troubling. Local officials can be corrupt and often are. The FRA should compel the CHSRA to use the full 14' high

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sound barriers extensively in Fresno, and far more extensively than the EIR indicates the CHSRA is planning to do.

3) "Install building sound insulation".

4) "Acquire easements on properties severely affected by noise".

23) At p. 3.4-51, Table 3.4-21 shows that 4 barriers would be built having a total length of 30,100 feet and that these would eliminate all 702 severe noise impacts. This is for all of Merced to the Fresno stations! That does not tell us where they would be! We need much more specific information as to where sound barriers would be- L.H.

5) From the "Draft EIR Noise and Vibration Technical Report" p. 8-2: "Vehicle Noise Specification. In the procurement of an HST vehicle technology, the Authority can set performance limits for noise levels to reduce the community noise impacts throughout the corridor. Depending on the available technology, this could significantly reduce the number of impacts throughout the corridor"

L.H.- This refers to the TRAINS the CHSRA will buy. They CAN???? set performance limits re noise?? They CAN? I think they had better! Noise specification and derailment propensity should be at the top of the list when they buy the trains.

23) Also from the "Draft EIR/EIS Noise and Vibration Technical Report, Merced to Fresno Section, August, 2011": Mitigation Guidelines re Noise:

"At least 10 sites (should be impacted) to justify a sound barrier".

"Barriers less than 800 feet long should not be considered"

"Barriers more than 14' tall are not recommended"

"(Sound barriers) should cost within \$45,000 per benefited residence"

"A substantial majority of the community should approve of the implementation" (of the sound barrier).

L.H.- In the area south of Shaw Ave. and crossing Shaw Ave. in Fresno, I fear that noise from the HSTs will radiate to the NE and impact homes north of the Herndon Canal east of Gates Ave. and north of San Jose Ave. Here, the barriers I want would not be built immediately adjacent to homes, but would block noise that could reach many homes a half mile or more from the HST tracks. Sound walls on the east side of the HST tracks for 500 feet north of Shaw Ave., crossing Shaw Ave., and running south of Shaw Ave. for 500 feet would achieve this mitigation. These should be the full 14' tall whether a vehicular underpass or an overpass is built on Shaw Ave.

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to  
grade-separate it from the HST tracks.

24) Also in the Noise and Vibration Technical Report, at p. 5-12 and 5-13, Table 5-3, "Noise-Sensitive Areas in the City of Fresno": Here we see eight areas in Fresno. The first is the "area bounded by the San Joaquin River and W. Palo Alto Ave." The eighth is "the area bounded by Belmont Ave. and Fresno St.". For seven of the eight, it says "The existing noise in this area is dominated by noise from UPRR traffic".

For the eighth, from Princeton to McKinley Aves., it says "the noise in this area is dominated by noise from SR99 traffic".

L.H.- So CHSRA is saying the UPRR is the dominant existing noise source for almost all of Fresno along the proposed HST route in Fresno. That worries me, because most of the time the UPRR ROW is free of railroad noise. The UPRR does not carry 10 freight trains per hour in Fresno. It is pretty lightly used. NW Fresno, especially north of Shaw Ave., is a pretty quiet community along the UPRR, but I think the report leaves the impression that it is noisy, and in fact, says it is. This creates the impression that a pretty noisy HSR system won't add to the noise issue in NW Fresno very much, and I contend that it will. The HSR express trains, at least, should be run on a bypass several miles west of Fresno.

25) In the "Noise and Vibration Technical Report, p. 8-6, Fig. 8-4, "Potential Noise Mitigation LOCATIONS in the Fresno Project Vicinity":

L.H.- Here we see heavy numbers at Herndon Ave. and north and south of the Herndon Canal. Also just south of Clinton Ave. TO just north of Hwy 180.

But, on p. 8-10, Fig. 8-8 "Potential Sound BARRIER Locations in the Fresno Project Vicinity", we see a small length of barrier north of and a tiny bit south of the Herndon Canal. Also, some north from Hwy. 180. All this suggests that the CHSRA is going to do significant amounts of noise mitigation with methods OTHER THAN sound barriers in Fresno. This is probably because the alignment will be SO close to SO many homes here. Again, the HST express trains should run on a separate bypass to the west of Fresno.

NO streets are indicated on most of the maps referred to just above.

A LOT of my analysis depends on the Herndon Canal and the swing-out to the east of SR 99 between Ashlan and Clinton Aves. being depicted. The CHSRA should show more street names on these maps!

26) Now back to the main EIR. Section 3.11 is "Safety and Security".

p.

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3.11-22 says "Train Accidents".

"Train accidents" deals with 1) Train to train collisions.  
2) Collisions with vehicles or other trains entering the HST corridor and  
3) Train derailment.

1) "Train to train collisions". (China had a serious train to train collision a few months ago. Richard Wenzel, an engineering consultant for CHSRA who worked for years on BART, told me that BART has had equipment to prevent such an incident for 30 years- Loran Harding).

"The HSTs won't rely on crashworthiness, as do diesel powered freight trains. They rely on a heavy lead vehicle. HSR uses collision avoidance instead, using a "system design approach". The automatic train control system, the electrification system, and the rail infrastructure includes automation that can control or stop the trains without relying on human involvement".

"In areas of high risk, the system design approach can also provide protection from other intrusions into the HST corridor, such as errant automobiles, trucks, or other unauthorized entry, by the use of intrusion detection and other monitoring equipment".

Fresno qualifies as "high risk"- L.H.

2) Page 3.11-23 "Collisions with vehicles or other trains entering the HST corridor":

"In Fresno, there is a risk of a freight train derailling, entering the HST trackway, and obstructing or impacting a HST" (!!!!!)

"As detailed in Chap. 2, "Alternatives", there would be either (1) a minimum separation between the HST and adjacent UPRR trackways, i.e., 100' between the HST centerline and the UPRR edge of ROW or (2) where a railroad line is less than the minimum separation from a HST track and both are at ground level, additional protection may be required, including the use of earthen berms, swales, or a physical barrier". "The need for and type of protection is subject to the distance between the tracks and the risk of derailment- historically, where special trackwork is used or where a rail network may not have been adequately maintained at the authorized speed".

L.H.- What does this mean? It sounds like CHSRA will, in part, assess the risk that the "UPRR" track is not adequately maintained in deciding where the intrusion barrier is needed in Fresno. I believe that that approach would be a good one.

3) Page 3.11-24 "Train derailment": "Basic design: Contain the train sets within the operation corridor with high quality tracks and vehicle maintenance to reduce the risk of derailment. Also, physical elements, such as containment parapets, check rails, guard rails and derailment walls would be used in a specific area with a high risk or or high impact from derailment".

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27) L.H.- I certainly think Fresno qualifies as such an area! A 220 mph HST express train with 1,000 passengers hitting a UPRR freight full of munitions and liquid propane next to thousands of homes in Fresno would be a "high impact event". This is the nightmare scenario of HSR coming through Fresno. Fresnoans will be exposed to it hundreds of times per day for many decades if the HST alignment through Fresno is built. The HST express trains should run on a separate bypass several miles west of Fresno. At a minimum, the "intrusion barrier" should run between the HSTs and the UPRR through all of heavily built-up, densely populated Fresno. It will cost less than \$5 million per mile.

"Concrete derailment walls are like high curbs that run close to the train wheels. In the event of a derailment, these walls keep the train within the ROW and upright".

28) L.H.- All of these measures should be applied to the "UPRR" tracks in Fresno too, if and where they can help prevent freight train derailments.

But DO the slow-speed rail systems have accidents here in the San Joaquin Valley? Well, at p. 3.11-15 of the EIR we read the following:

"According to the FRA accident reports, 69 train accidents, including Amtrak accidents, occurred in Merced, Madera and Fresno Counties on the UPRR and BNSF tracks between January, 2004 and November, 2010, including 3 accidents that resulted in 3 fatalities and 9 that resulted in 16 injuries. Most accidents (~59%) were associated with derailments, and approximately 36% of the accidents were collisions. Faulty tracks, human error and highway-RR crossings were the primary causes of these accidents".

29) L.H.- And these accidents can happen again. The UPRR trackage should be substantially improved for the 10 miles through Fresno where it runs RIGHT NEXT TO the proposed HST ROW, and the "intrusion barrier" should be required to separate the UPRR and HST tracks through all of Fresno.

Now p. 3.11-18 "High Risk Facilities". This section of the EIR lists "Explosion threats along the UPRR/SR99 alternative. (L.H.-i.e., through Fresno).

1) "The Kinder-Morgan high-pressure petroleum pipeline in the UPRR corridor". L.H.- Its exact location is not given, perhaps understandably.

2) "Two Unocal Fresno Bulk Plant Fuel refineries in Fresno".

"Several tall structures pose a safety hazard in Fresno because of

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their potential to topple onto HST facilities"

At p. 3.11-28 "Hazards from Nearby Facilities". "Tall industrial facilities near HST facilities such as silos and distillation columns can topple onto the HST facilities or affect them because of explosions. Propane, bulk fuel, bulk chemical storage silos and elevators are also adjacent to railroads in the Central Valley".

"There have been no recent incidents from these facilities involving explosions or catastrophic failures..." "Because the likelihood of a catastrophic industrial accident adjacent to the HST alignment is low, the hazards from nearby facilities are considered negligible..."

30) L.H.- That is strange logic indeed! There have been no recent incidents of catastrophic industrial accidents adjacent to WHAT WILL BE the HST alignment, so the hazards from these facilities are negligible!!! The HST facilities have not been installed yet, and, when they are, bin laden's followers were instructed by him to attack them. Perhaps those two make the hazards somewhat more than negligible. I think they do.

page 3.11-27- "Security Detering Criminal Acts". " Theft and violence could occur on trains and at station facilities. Terrorists could target the stations, tracks or trains".

"To deter this, sensors on perimeter fencing, closed-circuit TV and security lighting" (will be used).

31) L.H.- I would suggest the following as well: Limit access to the train engineer with bullet and blast-proof doors and compartment walls, armor plates in the sides and floor of the cab, and a bullet-proof windshield. The engineer could be blinded by lasers or shot from an overpass. He is more vulnerable than a jetliner pilot because he is always on the ground. Bombs could be dropped from overpasses onto the HST tracks or planted under the tracks by tunneling. Armed plain-clothes marshals should ride the trains. Train engineers can be suicidal and so they should be screened carefully and evaluated by a psychiatrist regularly.

EIR Section 3.5 "Electromagnetic Fields and Electromagnetic Interference (EMF's and EMI)". "EMFs are electric and magnetic fields".

From page 3.5-2: "EMFs from the HST operations would consist of:

1) Power frequency electric and magnetic fields from the traction power system, traction power substations (TPSSs), and utility feeder lines.

2) Harmonic magnetic fields from the vehicles.

3) RF fields".

32) "LH- What follows is, to me, one of the most chilling passages in the entire EIR. Please read it carefully".

At p. 3.5-16 "Effects on Adjacent Existing Rail Lines:

"Signal systems control the movement of trains on the existing

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736-23

UPRR or BNSF tracks that the HST would parallel. These signal systems serve three general purposes:

"To warn drivers of street vehicles that a train is approaching. The rail signal system turns on flashing lights and bells; some crossings lower barricades to stop traffic".

"To warn train engineers of other train activity on the same track a short distance ahead and advise the engineer that the train should either slow or stop. This is done by using changing colored (green, yellow, or red) trackside signals".

"To show railroad dispatchers in a central control center where trains are located on the railway so that train movements can be controlled centrally for safety and efficiency".

"Railroad signal systems operate in several ways, but generally are based on the principle that the railcar metal wheels and axles electrically connect the two running rails. An AC or DC voltage applied between the rails by a signal system will be shorted out- that is, reduced to a low voltage- by the rail-to-rail connection of the metal wheel-axle sets of a train. The low-voltage condition is detected and interpreted by the signal system to indicate the presence of a train on that portion of the track".

"The HST OCS (overhead catenary system) would carry 60-Hz AC electric currents of up to 930 amperes per HST. "Interference" between the "HST" 60-Hz currents "and a nearby freight railroad signal system" could occur under the following conditions:

The high electrical currents flowing in the OCS and the return currents in the overhead negative feeder, HST rails, and ground could induce 60-Hz voltages and currents in existing parallel railroad tracks. (L.H.- That would be in the UPRR tracks through 10 or 12 miles in Fresno). If an adjoining freight railroad track parallels the HST tracks "for a long enough distance" (i.e. several miles), the induced voltage and current "in the adjoining freight railroad tracks" could interfere with the normal operation of the signal system, thereby indicating that there is no freight train present when, in fact, a train is present, or thereby indicating that a train is present when, in fact, no train is present".

"Higher frequency EMI from several HST sources (electrical noise from the contact on the pantograph sliding along the catenary conductor, from electrical equipment on board the HST, or from the cab radio communication system) "could cause electrical interaction" "with the adjoining freight railroad signal or communication systems"."

"There are standard design and operational practices that a "nonelectric" "railroad" (L.H.- the UPRR through Fresno, e.g.) must use to avoid EMI effects on the signal and communication system "when"

736-23

electric power lines "or an electric railroad" (L.H.- the HST system through Fresno, e.g.) are installed adjacent to its tracks. These standard design and operational practices prevent the possible effects that HST operation might otherwise cause: disruption of the safe and dependable operation "of the adjacent railroad signal system", resulting in train delays or hazards, or disruption of the road crossing signals, stopping road traffic from crossing the tracks when no train is there. (EPRI 2006)".

33) L.H.- All of this has to be done right, examined and tested often, and maintained right, or, what went wrong with the above will appear in the accident investigation report whenever several hundred people are killed in Fresno in a collision between a HST and a UPRR freight train. The law should require that the CHSRA and/or the FRA periodically examine and test the measures and equipment used by the UPRR in Fresno to avoid EMI effects on its signal and communications system from the adjacent HST system, if the HST system is built in Fresno.

Section 3.10 "Merced to Fresno Hazardous Materials EIS".

34) L.H.- At bottom of p. 7- discusses lead in the soil from old paint which construction of the HST system could disturb. The top of p.8 discusses asbestos which construction of the HST could disturb and cause to become airborne. It discusses the health consequences of inhaling asbestos fibers and discusses mitigation measures to prevent asbestos from becoming airborne during construction of the system.

35) L.H.- At the bottom of p.8 under "Potential Agricultural Operation Hazardous Substances", we see a fantastic claim by the CHSRA, with no supporting scientific evidence provided. The claim is made that pesticides and herbicides do not accumulate to dangerous levels from repeated applications to the soil over many years. Only storage facilities for these materials or equipment wash sites pose a hazard. The CHSRA should conduct soil analyses at 100 sites along the proposed ROW from Los Banos to Bakersfield, publish the results, and mitigate the dust the trains will stir up where hazardous materials are found to be in the soil in dangerous concentrations.

36) L.H.- At p.20: "In Fresno, either station could affect the VOPAC USA/Unical site" which has had to address VOC (volatile organic compound) contamination". Page 22: "The VOPAC site in Fresno is a current high-risk PEC site" A PEC site is a site of "potential environmental concern".

37) L.H.- At p. 26: "Construction in Merced to Fresno "would" result in increased hazardous materials use and waste generation, including

736-24

Submission 736 (Loran Harding, October 13, 2011) - Continued

736-24

ACM  
(asbestos containing material) and lead-based materials". "But spills and releases can be reduced to negligible through mitigation".

38) L.H.- "Construction "could" inadvertently disturb sites with previous undocumented contamination or could affect known sites with contaminated soil or groundwater".

39) L.H. "Operation of the HST system from Merced to Fresno "would" result in increased hazardous use and waste generation". "But reduced to negligible through mitigation".

40) L.H.- So, construction and operation of the HST system in Fresno will result in increased hazardous materials use and waste generation. Asbestos fibers and lead from old paint may be released into the air. The U.S. and California EPAs should monitor both construction and operation to be sure that the "reduced to negligible" standard is maintained.

L.H.- I request that the CHSRA treat the entirety of this email as my comments on the August, 2011 California High-Speed Train Draft Merced to Fresno Section Project EIR/EIS. Statements I make here after my initials were placed there to distinguish them from language in the EIR, and to omit the language from the EIR I quote throughout would often make them meaningless.

I assert no copyright protection on any part of this email. Others are free to submit part or all of it as their own comments to the CHSRA.

Mr. Loran W. Harding  
3411 W. Browning Ave.  
Fresno, Ca. 93711

October 13, 2011

loran.harding@stanfordalumni.org

EIR/EIS Comment :

Yes

## Response to Submission 736 (Loran Harding, October 13, 2011)

### 736-1

See MF-Response-GENERAL-9.

### 736-2

See MF-Response-NOISE-3 and MF-Response-NOISE-7.

### 736-3

See MF-Response-NOISE-6.

### 736-4

See MF-Response-S&S-4.

### 736-5

See MF-Response-General-5.

The comment suggests building a bypass for HST express trains between Fresno and Kerman. This suggested alternative would increase the area affected by the project and would increase the extent, and therefore the severity, of its impacts in relation the the Alternatives. In addition, because it would require the construction of 15 miles of redundant tracks and related infrastructure it would be substantially more costly than the Alternatives. Accordingly, this suggested alternative does not meet two of the criteria set out by CEQA for consideration (i.e., meet most project objectives, reduce significant environmental impacts, represent a feasible approach). The suggested bypass would not reduce significant impacts of the project, nor would it be financially feasible. Therefore, it will not be given further consideration.

### 736-6

See MF-Response-GENERAL-14.

### 736-7

Per design requirements, intrusion barrier will be provided where centerline of HSR tracks are at a distance of 46.5 to 73.0 ft from centerline of closest freight train (e.g. UPRR). Where the separation between tracks is larger, intrusion barriers are not required and are not provided. Please see Section 2.4.2 of the Final EIR/EIS for more

### 736-7

information. See also MF-Response-S&S-4.

### 736-8

As part of the Program FEIR/EIS, the Authority made a commitment to multiple stakeholders including public, regulatory agencies and agricultural interests that the project alternatives would remain adjacent to existing transportation corridors to the extent possible as recorded in Chapter 1, project Purpose and Need. This is to minimize the acres of impacts on natural resources, reduce the associated impacts of inducing unwanted, unplanned growth outside of existing communities and coordinate transportation infrastructure so that associated impacts would be consolidated in these corridors. Alternatives that travel away from the transportation corridors also would not easily attract ridership and connect with other transportation modes for reduced convenience of the traveler.

### 736-9

See MF-Response-GENERAL-2.

### 736-10

See MF-Response-S&S-4 and MF-Response-GENERAL-18.

### 736-11

See MF-Response-S&S-9.

### 736-12

The Authority and FRA recognize that there is a legitimate concern regarding the health effects of agricultural pesticides. However, the existing regulatory framework significantly reduces the potential that agricultural properties are contaminated with pesticide residues. The U.S. Environmental Protection Agency conducts extensive testing of all commercially-sold organic and non-organic herbicides prior to approval for sale. Additionally, the State of California heavily regulates the purchase and use of agricultural pesticides. Farmers who apply pesticides must report their use; and inspections, investigations, and audits are conducted by state and county officials. The vast majority of pesticide users comply with these regulations (California Department of Pesticide Regulation 2011). In addition, most modern pesticides reside in the

## Response to Submission 736 (Loran Harding, October 13, 2011) - Continued

### 736-12

environment for limited time before breaking down. For the purpose of our analysis, we have assumed, based on available data about compliance and the existing regulatory framework, that application of agricultural chemicals in the project area has been conducted according to manufacturer recommendations and in compliance with applicable regulations. Given these parameters, the potential for significant accumulation of chemicals in areas that have been subject to routine application of pesticides is low. In addition, the potential for contamination would be evaluated during the property acquisition process. Where current site conditions or documented past land use practices provide a reason to believe that an unusual build-up of potentially hazardous materials has occurred, testing and appropriate remediation would be conducted prior to construction.

In addition, the potential for the operational HST to generate dust through induced air flow is low. Project modeling indicates that the HST's effects on airflow would be generally limited to the project corridor. At 20 feet from the HST track, induced wind would be expected to be approximately 6 mph, roughly two to three times less than the daily average peak gusts recorded in the area (15.0 mph to 21.3 mph at Merced Regional Airport and 14.2 mph to 21.7 mph at Macready Field and Fresno Yosemite International Airport). Consequently, outside of the HST right of way the magnitude of induced wind speeds would be expected to be less than, and indistinguishable from, naturally occurring wind gusts.

Dust generated by the HST would generally be contained within the HST right of way and nearby sensitive receptors would not be in direct contact with dust generated by the HST (refer to Section 3.3 Air Quality). Furthermore, during construction the entire right of way would be covered in fill material and/or approximately 2 feet of imported, clean ballast material or concrete slab. Any drift from future chemical applications to adjacent farmlands would be minimal. Therefore, any dust generated by the HST would consist of clean material. Given project commitments to evaluate the potential for hazardous material concerns on a parcel-by-parcel basis, design features that include the use of clean fill in the right of way, and the limitations of the HST-induced air flow, the potential for significant air-borne release of hazardous materials is low. The determination of what parcels require soil testing and where testing should occur would be informed by the Phase 1 environmental site assessment and made in conjunction with state and local agency officials.

### 736-12

### 736-13

There are several urban constraints in the Bay Area that do not allow the design requirements to be enhanced to 220 mph in those areas without incurring major impacts on the built environment. The Merced to Fresno section does not possess the same constraints within the proposed alignment. The requirement of the California High Speed Rail project to travel between Los Angeles and San Francisco in 2 hours and 40 minutes has relied on traveling long stretches in the Central Valley at speeds of 220 mph. Chapter 1 of the EIR/EIS offers a detailed description of why this project is needed to serve the project growth populations and economic successes for California's future. By degrading the performance, the project would not fulfill its intended purpose.

### 736-14

Per design requirements, intrusion barrier will be provided where centerline of HSR tracks are at a distance of 46.5 to 73.0 ft from centerline of closest freight train (e.g. UPRR). Where the separation between tracks is larger, intrusion barriers are not required and are not provided. Please see Section 2.4.2 of the Final EIR/EIS for more information. See also MF-Response-S&S-4.

### 736-15

A list of the specific hazardous materials transported by UPRR in the Fresno area would not alter the conclusions of the EIR/EIS. During operation, the likelihood of a freight train derailment adjacent to the HST alignment is low. Moreover, should one occur, the HST train would either be stopped en route prior to reaching the accident location, or would pass the site in roughly 15 seconds – limiting passenger exposure to potential hazards during HST operation. In addition, the Authority would collaborate with local responders to develop a Fire and Life Safety Program and a System Safety Program Plan, including a Safety and Security Certification Program for emergency preparedness.

See also MF-Response-S&S-4 for additional discussion of derailment concerns.

### 736-16

See MF-Response-NOISE-3, MF-Response-NOISE-7, and MF-Response-NOISE-6.

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## Response to Submission 736 (Loran Harding, October 13, 2011) - Continued

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### **736-17**

See MF-Response-NOISE-6.

### **736-18**

See MF-Response-NOISE-6.

### **736-19**

See MF-Response-NOISE-6 and MF-Response-NOISE-3.

### **736-20**

Per design requirements, intrusion barrier will be provided where centerline of HSR tracks are at a distance of 46.5 to 73.0 ft from centerline of closest freight train (e.g. UPRR). Where the separation between tracks is larger, intrusion barriers are not required and are not provided. Please see Section 2.4.2 of the Final EIR/EIS for more information. See also MF-Response-S&S-4.

### **736-21**

See MF-Response-S&S-8 and MF-Response-S&S-9.

### **736-22**

See MF-Response-S&S-8 and MF-Response-S&S-9.

### **736-23**

The signaling system on the adjoining freight rail system operated by the Union Pacific Railroad (UPRR) may need to be modified to be resistant to any interference that may come from the HST system, depending upon the characteristics of the particular HST system selected and its final design. Detailed engineering studies of the present UPRR signaling system may be needed to determine the system modifications that are needed. Several standard design and operational practices are available that can be used to prevent malfunctioning of the UPRR signaling system. However, even if a signaling malfunction were to occur, the HST guideway will be sufficiently separated from the private train system to avoid a chance of collision between the HST and a freight train. See also MF-Response-S&S-4.

### **736-24**

See previous responses for a discussion of residue accumulation. Further, where current site conditions or documented past land use practices indicate the potential presence of hazardous materials, the Authority will conduct a Phase 1 environmental site assessment in accordance with standard ASTM methodologies to characterize the site. Soil sampling is typically not conducted during a Phase 1 environmental site assessment. The determination of what parcels require soil testing and where testing should occur would be informed by the Phase 1 environmental site assessment and made in conjunction with state and local agency officials. Where there is reason to believe that an unusual build-up of potentially hazardous materials has occurred testing and appropriate remediation would be conducted prior to construction. Remediation activities may include removal of contamination, in situ treatment, or soil capping (see discussion in Section 3.10.6, Hazardous Materials and Waste).

Project permitting requires state and federal oversight to evaluate the project's fulfillment of commitments. Hazardous material use and waste disposal would be regulated by several agencies, including the U.S. Environmental Protection Agency, the California Department of Toxic Substances Control, and the State Water Resources Control Board.

GENE HAWARTH  
10439 AVE 25 1/2  
Channahon  
93610

10-12-2011

10-17-11P04:48 RCVD

944-1

such a waste of money. and the state of California does not need  
any more debt.

Gene Haworth

U.S. DEPARTMENT OF AGRICULTURE

Year	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100
1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	

moved to Fresno HST  
 770 L street street 800  
 Leavenworth Ca 95814

PRESNO CA 937  
13 OCT 2011 PM 4:17



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## Response to Submission 944 (Gene Haworth, October 13, 2011)

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**944-1**

See MF-Response-GENERAL-2 and MF-Response-AIR QUALITY-1.



Submission 934 (Loretta Hickey, October 13, 2011)

August 25<sup>th</sup>, 2011

Joseph Szabo, Administrator  
Federal Railroad Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Re: EIS/EIR review of High Speed Rail

Dear Mr. Szabo,

I am a resident of Kings County and am concerned about the EIS/EIR 45 day response period. This 45 day response period does not allow the public sufficient time to review and respond to an intense document. This is not a simple project, this is a project that will impact our valley forever.

I respectfully request that you extend the 45 day review period to a 90 day review period to allow citizens ample time to review this document.

Sincerely,

*Loretta Hickey*

Loretta Hickey  
2112 Lemmon Way  
Hanford, CA 93230

934-1

2011 AUG 29 AM 11:24  
OFFICE OF ADMINISTRATOR  
EXECUTIVE SECRETARIAT

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## Response to Submission 934 (Loretta Hickey, October 13, 2011)

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**934-1**

See MF-Response-GENERAL-7.

Submission 937 (Bob Hickey, October 13, 2011)

August 25<sup>th</sup>, 2011

Joseph Szabo, Administrator  
Federal Railroad Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Re: EIS/EIR review of High Speed Rail

Dear Mr. Szabo,

I am a resident of Kings County and am concerned about the EIS/EIR 45 day response period. This 45 day response period does not allow the public sufficient time to review and respond to an intense document. This is not a simple project, this is a project that will impact our valley forever.

I respectfully request that you extend the 45 day review period to a 90 day review period to allow citizens ample time to review this document.

Sincerely,



Bob Hickey  
2112 Lemmon Way  
Hanford, CA 93230

937-1

2011 AUG 31 PM 3:48  
OFFICE OF ADMINISTRATION  
EXECUTIVE SECRETARIAT

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## Response to Submission 937 (Bob Hickey, October 13, 2011)

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**937-1**

See MF-Response-GENERAL-7

Submission 179 (Tak Way Ho, September 14, 2011)

**HIGH SPEED RAIL COMMENT SHEET**

*Please complete and mail this sheet to the following address:*

*Attention: Supervisor John Pedrozo  
County of Merced  
2222 M Street  
Merced, CA 95340*

Board of Supervisors  
2222 M Street  
Merced, CA 95340

4  
1071

NAME TAK WAY HO  
First Last  
ADDRESS 441 CARSON ST PLANADA CA 95365  
Street Address Town/City Zip Code  
MAILING ADDRESS PO BOX 97 PLANADA CA 95365  
(IF DIFFERENT FROM ABOVE) Address Town/City Zip Code  
TELEPHONE NUMBER (209) 382-0501  
EMAIL ADDRESS /

|||||  
DISTRICT 1 RESIDENT  
PO BOX 97  
PLANADA CA 95365-0097

- ☐ Please check here if you would like me to notify you via email or mail of upcoming High Speed Rail public hearings or meetings for the next 12 months.

Please check all that are applicable.

- ☒ I STRONGLY SUPPORT THE A-2 HIGH SPEED RAIL ROUTE ALTERNATIVE (UNION PACIFIC RAIL ROAD/HIGHWAY 99) AND AM AGAINST THE A-1 ROUTE ALTERNATIVE.
- ☒ I SUPPORT THE A-2 ROUTE BECAUSE IT'S CLOSEST TO A MAJOR TRANSPORTION CORRIDOR.
- ☒ I SUPPORT THE A-2 ROUTE BECAUSE IT WOULD LEAST IMPACT FARMLAND AND HABITAT AREAS.
- ☒ I AM AGAINST THE A-1 ROUTE BECAUSE IT MOST NEGATIVELY AFFECTS THE COMMUNITY I LIVE IN.

Please provide any additional reasons or comment as to why you support an A-2 route.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please note that your comments provided on this sheet will be forwarded to the California High Speed Rail Authority for their public comment records.

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## Response to Submission 179 (Tak Way Ho, September 14, 2011)

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### **179-1**

See MF-Response-GENERAL-10. Also see Chapter 7 Preferred Alternative of the EIR/EIS which summarizes the relative differences between the alternatives and identifies the Hybrid Alternative as the preferred alternative for the Merced to Fresno Section.

## Submission 22 (Dors Hughes, August 10, 2011)

### Merced - Fresno - RECORD #22 DETAIL

Status : Action Pending  
Record Date : 8/10/2011  
Response Requested :  
Stakeholder Type : CA Resident  
Submission Date : 8/10/2011  
Submission Method : Website  
First Name : Dors  
Last Name : Hughes  
Professional Title : volunteer  
Business/Organization : Animal right activist  
Address :  
Apt./Suite No. :  
City : Merced  
State : CA  
Zip Code : 95348  
Telephone : 209 233-9548  
Email : clayton\_clayton\_mortal@yahoo.com  
Cell Phone :  
Email Subscription : All Sections  
Add to Mailing List : Yes  
Stakeholder  
Comments/Issues :  
EIR/EIS Comment : Yes  
Attachments : public2016\_original22.pdf (5 kb)

22-1

I live at the Merced Mobile Estates. There are alot of wild animals living in this area. There are alot of posiums, cats, rabbits, birds of all sorts. Do you really need to tear down the whole mobile home park. Please leave half of it if you must tear it down. We LOVE our home here and want to continue living here. Please respond to my suggestion about leaving half of the park or all of the park.

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## Response to Submission 22 (Dors Hughes, August 10, 2011)

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**22-1**

See MF-Response-SOCIAL-1 and MF-Response-GENERAL-15.



## Submission 36 (Doris Hughes, August 15, 2011)

### Merced - Fresno - RECORD #36 DETAIL

**Status :** Action Pending  
**Record Date :** 8/15/2011  
**Response Requested :**  
**Stakeholder Type :** CA Resident  
**Submission Date :** 8/15/2011  
**Submission Method :** Website  
**First Name :** Doris  
**Last Name :** Hughes  
**Professional Title :** Volunteer  
**Business/Organization :** Humanity  
**Address :**  
**Apt./Suite No. :**  
**City :** Merced  
**State :** CA  
**Zip Code :** 95348  
**Telephone :** 209 233-9548  
**Email :** clayton\_clayton\_mortal@yahoo.com  
**Cell Phone :**  
**Email Subscription :** Merced - Fresno  
**Add to Mailing List :** Yes  
**Stakeholder Comments/Issues :** I live at Merced Mobile Estates Park in Merced, Ca. We are aware that the high-speed rail may come through our mobile home park. There are 117 spaces here and you would be disrupting alot of peoples, lifes. Alot of the people here are on fixed incomes and are very elderly and sick, (my twin sister is on hospice and is dying of cancer). We do not need this kind of stress right now. There is surrounding land for sale that is not being used that you could use instead of damaging and uprooting so many lifes. If we had to move where would all the mobil homes go? There are only a limited amount of spaces in Merced. That's why it makes sense to use the vacant unused lots around here, thus preventing the devastation you would do. I also have some environmental concerns. This park is a refuge for many displaced animals due to land clearing for farming. We have hundreds of trees and bushes for birds and the endangered spotted owls in many of our trees. There are posiums, squirrels, rabbits and wild cats. This oasis is also helping with the air quality and saving the environment. Please hear us we are all very concerned. If you hear anything in the future please keep me updated. Thank you.  
**EIR/EIS Comment :** Yes

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## Response to Submission 36 (Doris Hughes, August 15, 2011)

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**36-1**

See MF-Response-SOCIAL-1 and MF-Response-SOCIAL-4.

**36-2**

See MF-Response-AQ-3, MF-Response-BIO-2 and MF-Response-General-10.

## Submission 643 (Jack Hutchings, October 12, 2011)

Impacts related to the proposed high speed rail interchange and alternate route location in the area of my residence located at 12441 avenue 25 Chowchilla CA. PARCEL # 035080-011

I, Jack Hutchings, am a disabled adult who suffers from a chronic epileptic seizure disorder that has disabled me. My spouse Shelly also is disabled. I rely on social security for our sole income. My residence is financed by a USDA rural housing loan, in which I understand I am ineligible to receive again. I don't fully understand, but the rules of supplemental security income, does not allow me to own anything but a vehicle (don't own due to unlicensed due to my seizure disorder) and home. I rely on public transportation. I get bouts of depression caused by disease and medications. I went through a severe depression when I had a seizure at work (a janitor for a supermarket), fell and broke both of my wrists. After they healed I went back to work, but my seizure disease rendered me unable to do the job of a janitor. I fell back into a severe depression. A friend got me into vegetable gardening; this brought back my self worth. I had always previously worked and supported my self and family. I have since continued this hobby and people have given me donations to support my hobby and it expenses. This area being close to town, next to the Ash slough with its wild life to enjoy, helps me cope with my illness.

643-1 | As to the HSRA and it proposed routes, interchange and rerouting of roads. DEIR/S does not accurately and adequately address issues of residences of fixed and regulated income. The proposed interchange and routes will take my residence. I will be unable to buy another residence.

DEIR/S does not accurately and adequately address issues related disabled person's services that are afforded to the disabled and how they will be provided. Some of the services related issues are public transportation to and from residence, increased cost, ability to access, etc.

DEIR/S does not accurately and adequately address any services and or agency ability to assist in the repurchasing of a residence that will ensure other disabled or income benefits are not stopped. DEIR/S does not accurately and adequately address compensation of residence, its replacement and it therapeutic value (residence is located with a view of farmland, Chowchilla river, Ash slough and all the wild life tree and vegetation in the area)

643-2 The DEIR/S does not accurately and adequately speak to the impact to the wild life of ASH SLOUGH. It does not accurately and adequately note the dens and nesting area of various types of birds (hawks, owl, robins, sparrows, doves, quail, pheasant, etc.), types of animals (foxes, coyotes, rabbits, mice, etc) and insect.

The DEIR/S does not accurately and adequately speak to the impact of residence and others who enjoys viewing the existing wild life.

643-3 The DEIR/S does not accurately and adequately speak to the impacted views of the area blocked by overpasses, fences and elevated rails and roads.

See Attached

Submission 643 (Jack Hutchings, October 12, 2011) - Continued

643-4



643-5

The DEIR/S does not accurately and adequately speak to the impact to flood threat of the Ash Slough, the diversion of the flood water to another slough, (to save the interchange) and impact of flooding another area.

643-6

The DEIR/S does not accurately and adequately speak to the impact noise, vibration, and lighting.

643-7

The DEIR/S does not accurately and adequately speak to the HSRA misleading the public that their rail would follow the existing railways and highways corridor in close proximity (within 100 feet or less) and down HWY 152 center. In reality, it appears it had and has no intent with the proposed routes a mile or miles away from the traffic corridors.

643-8

The DEIR/S does not accurately and adequately speak to the impact HSRA inaccurate cost for such project and the need for subsidy and to make this an alternate form of transportation.

643-9

The DEIR/S does not accurately and adequately speak to the impact of AMTRACK, bus lines and other forms of transportation that exists.

643-10

The DEIR/S does not accurately and adequately speak to the impact of migration of population to the San Joaquin Valley (water, food, housing, urban sprawl, electricity, pollution etc.)

643-11

**The DEIR/S does not accurately and adequately speak to the fact the public was unaware when they voted on this bond measure and the impact of the HSR**

The DEIR/S does not accurately and adequately speak to fact that it appears that the HSRA took advantage of the public during the recessed economy and construction was slow, and the public was short sighted. The DEIR/S does not accurately and adequately speak to the fact that the finding of this draft should explore less harmful options and less expensive options.

The DEIR/S does not accurately and adequately speak to fact DEIR/S is being expedited to secure federal funding without accurately and adequately conducting controlled studies and its impact.

Respectfully Submitted



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## Response to Submission 643 (Jack Hutchings, October 12, 2011)

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**643-1**

See MF-Response-SOCIAL-1 and MF-Response-SOCIAL-7.

**643-2**

See MF-Response-Bio-2

**643-3**

See MF-Response-VISUAL-1.

**643-4**

See MF-Response-CULTURAL-3.

**643-5**

See MF-Response-WATER-3. Ash Creek is identified as one of the natural water body crossings in Table 3.8-4 of the EIR/EIS.

**643-6**

See MF-Response-NOISE-3.

**643-7**

See MF-Response-GENERAL-2.

**643-8**

See MF-Response-GENERAL-18.

**643-9**

The proposed project effects on buses and other transportation modes are included in Transportation Section 3.2.5.3. See also MF-Response-TRAFFIC-4.

**643-10**

See MF-Response-GENERAL-3.

**643-11**

See MF-Response-GENERAL-1, MF-Response-GENERAL-2 and MF-Response-GENERAL-7.

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## Response to Submission 188 (Rosie Ibrahim, September 14, 2011)

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### **188-1**

See MF-Response-GENERAL-10. Also see Chapter 7 Preferred Alternative of the EIR/EIS which summarizes the relative differences between the alternatives and identifies the Hybrid Alternative as the preferred alternative for the Merced to Fresno Section.

Submission 189 (Richard, Mr. and Mrs. Jacobsen, September 14, 2011)

**HIGH SPEED RAIL COMMENT SHEET**

Please complete and mail this sheet to the following address:

Attention: Supervisor John Pedrozo

County of Merced

2222 M Street

Merced, CA 95340

Board of Supervisors

2222 M Street

Merced, CA 95340

1

351

NAME Mr. & Mrs. Richard & Jacobsen  
First Last  
ADDRESS 4379 S. Fresno Rd. Le Grand 95333  
Street Address Town/City Zip Code  
MAILING ADDRESS Same  
(IF DIFFERENT FROM ABOVE) Address Town/City Zip Code  
TELEPHONE NUMBER (209) 389-4175  
EMAIL ADDRESS rjacobsen20@sbccglobal.net



DISTRICT 1 RESIDENT  
4379 FRESNO RD  
LE GRAND CA 95333-9626

☒ Please check here if you would like me to notify you via email or mail of upcoming High Speed Rail public hearings or meetings for the next 12 months.

Please check all that are applicable.

- ☒ I STRONGLY SUPPORT THE A-2 HIGH SPEED RAIL ROUTE ALTERNATIVE (UNION PACIFIC RAIL ROAD/HIGHWAY 99) AND AM AGAINST THE A-1 ROUTE ALTERNATIVE.
- ☒ I SUPPORT THE A-2 ROUTE BECAUSE IT'S CLOSEST TO A MAJOR TRANSPORTION CORRIDOR.
- ☒ I SUPPORT THE A-2 ROUTE BECAUSE IT WOULD LEAST IMPACT FARMLAND AND HABITAT AREAS.
- ☒ I AM AGAINST THE A-1 ROUTE BECAUSE IT MOST NEGATIVELY AFFECTS THE COMMUNITY I LIVE IN.

Please provide any additional reasons or comment as to why you support an A-2 route.

The A-2 route would grossly impact the  
schools & the businesses of the town of  
Le Grand.  
Quality of life would heavily impact the  
residents of Le Grand.

Please note that your comments provided on this sheet will be forwarded to the California High Speed Rail Authority for their public comment records.



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## Response to Submission 189 (Richard, Mr. and Mrs. Jacobsen, September 14, 2011)

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### **189-1**

See MF-Response-GENERAL-10. Also see Chapter 7 Preferred Alternative of the EIR/EIS which summarizes the relative differences between the alternatives and identifies the Hybrid Alternative as the preferred alternative for the Merced to Fresno Section.

Submission 399 (Carole Jacoby, September 20, 2011)



CALIFORNIA  
High-Speed Rail Authority

Fresno 9/20/11

Comment Card  
Tarjeta de Comentarios

**Fresno to Bakersfield High-Speed Train Section**  
Draft Environmental Impact Report/  
Environmental Impact Statement (EIR/EIS)  
**Public Hearings**  
**September 2011**

**La Sección de Fresno a Bakersfield del Tren de Alta Velocidad**  
Proyecto de Informe de Impacto Ambiental/  
Declaración de Impacto Ambiental (EIR/EIS)  
**Audiencias Públicas**  
**Septiembre del 2011**

Please submit your completed comment card at the end of the meeting, or mail to:

Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:

**Fresno to Bakersfield DEIR/EIS Comment, 770 I Street, Suite 800, Sacramento, CA 95814**

The comment period is from August 15, 2011. Comments must be received postmarked, on or before September 13, 2011.

Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS:  
**August 15-October 13**

El comentario es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos, o matasellados, el o antes del 13 de Octubre del 2011.

Name/Nombre: Carole Jacoby  
Organization/Organización: REAL ESTATE Broker  
Address/Domicilio: 6354 N. Blvd ST. FRESNO, CA 93710  
Phone Number/Número de Teléfono: 559-448-0200  
City, State, Zip Code/Ciudad, Estado, Código Postal: FRESNO, CA 93710  
E-mail Address/Correo Electrónico: CAROLE@CAROLEJACOBY.COM  
(Use additional pages if needed/Usar paginas adicionales si es necesario)

399-2

High Speed Rail will DESTROY Fresno City  
County and the STATE

the RAIL will STOP in BAKERSFIELD EXACTLY  
Like AMTRAK. To MAINTAIN High Speed, TRAIN  
will need to STOP.

399-2

DESTROY our RICH FARMLANDS, HOMES,  
Businesses - COST will be prohibitive  
And we TAXPAYERS will pick up the  
Expense of the RAIL (Ghost RAIL)

399-2

Someone should be SMART enough  
to figure this out, STOP IT -  
Send Money BACK TO WASHINGTON  
to Reduce the over 400 billion  
Debt.

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## Response to Submission 399 (Carole Jacoby, September 20, 2011)

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**399-1**

See MF-Response-GENERAL-14 and MF-Response-GENERAL-4.

**399-2**

See MF-Response-GENERAL-14 and MF-Response-GENERAL-4.

**399-3**

See MF-Response-GENERAL-14 and MF-Response-GENERAL-4.

## Submission 25 (Jake Janzen, August 11, 2011)

### Merced - Fresno - RECORD #25 DETAIL

Status : Action Pending  
Record Date : 8/11/2011  
Response Requested :  
Stakeholder Type : Other  
Submission Date : 8/11/2011  
Submission Method : Website  
First Name : Jake  
Last Name : Janzen  
Professional Title :  
Business/Organization :  
Address :  
Apt./Suite No. :  
City : Fairfax  
State : VA  
Zip Code : 22031  
Telephone : 304-433-0904  
Email : jakejanzen@yahoo.com  
Cell Phone :  
Email Subscription : All Sections  
Add to Mailing List : Yes  
Stakeholder  
Comments/Issues :  
EIR/EIS Comment : Yes  
Attachments : public2029\_Original25.pdf (5 kb)

25-1

Because it is the straightest, the UPRR proposal seems like it will be the fastest. And the line is going to have to be fast in order to compete with air travel. I hope the CHSRA will pursue that fastest route possible, without short-sighted focus on cost reductions.

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## Response to Submission 25 (Jake Janzen, August 11, 2011)

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**25-1**

See MF-Response-GENERAL-10.

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Submission 611 (Lois Johnson, October 10, 2011)

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10 October 2011

Lois Johnson  
*Property Address*  
2555 Fresno Road  
Le Grand, CA 95333

CA High-Speed Rail Authority  
777 L Street, Ste. 800  
Sacramento, CA 95814

Dear Chairman Pringle,

611-1

This letter is in regards to the High-Speed rail line which is proposed to egress the property which I own in Le Grand, California. The project titled *Alternatives Advanced : A1 - BNSF and A2 - IPRR/SR 99* will have a profound impact on the lives and income of the local residence. My family had a dream of one day owning and operating a small family owned ranch. This dream came true when we moved to Le Grand in 1985, 26 years ago. Running a High-Speed rail line will absolutely destroy my ranch.

In my opinion the most logical route and most cost effective would be a direct route. This could be accomplished by using the existing Union Pacific Right of Way for the North-South running rail line.

I would like to be kept informed of the proposed routes and alternative routes. Please be so kind to respond to my suggestion about using the existing route which parallels Highway 99.

With Regards,

Ms. Lois Johnson  
*Mailing Address*  
469 Precious Lane  
Folsom, CA 95630

Cc: Mr. Peter Valentine  
Vice-Chairman Umberg  
Board Member Crane  
Mr. Dan Leavitt  
Mr. Roelf van Ark

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## Response to Submission 611 (Lois Johnson, October 10, 2011)

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### **611-1**

See MF-Response-GENERAL-2 and MF-Response-GENERAL-10.

Submission 94 (Evan Jones, September 12, 2011)

Merced - Fresno - RECORD #94 DETAIL

Status : Action Pending  
Record Date : 9/12/2011  
Response Requested :  
Stakeholder Type : CA Resident  
Submission Date : 9/12/2011  
Submission Method : Project Email  
First Name : Evan  
Last Name : Jones  
Professional Title :  
Business/Organization :  
Address :  
Apt./Suite No. :  
City :  
State :  
Zip Code : 95814  
Telephone :  
Email : evan.jones@att.net  
Cell Phone :  
Email Subscription : Fresno - Bakersfield, Merced - Fresno  
Add to Mailing List :  
Stakeholder  
Comments/Issues :  
EIR/EIS Comment : Yes

At a small fraction of the cost of HSR, investment in family planning services would lead to reduced growth of California's population, and would reduce pressure for infrastructure such as HSR, and would reduce greenhouse gases, unplanned pregnancies, and resource consumption.



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## Response to Submission 94 (Evan Jones, September 12, 2011)

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**94-1**

See MF-Response-GENERAL-18.

## Submission 17 (John Joseph, August 10, 2011)

### Merced - Fresno - RECORD #17 DETAIL

Status : Action Pending

Record Date : 8/10/2011

Response Requested :

Stakeholder Type : CA Resident

Submission Date : 8/10/2011

Submission Method : Website

First Name : John

Last Name : Joseph

Professional Title :

Business/Organization :

Address :

Apt./Suite No. :

City : Merced

State : CA

Zip Code : 95340

Telephone : 209/722-9636

Email : jojo2169@att.net

Cell Phone :

Email Subscription : Statewide Planning Only

Add to Mailing List : No

17-1

Stakeholder  
Comments/Issues : My hope is that the CA. High-Speed Rail Authority will employ the basic mathematical principle which is also the most cost-effective measure that states that the shortest route from point A to point B is a straight line.

17-2

This Rail is far more important than any one city's special interests. And hence, the proposed detours are mere red herrings used to distract the mission of the Rail Authority.

EIR/EIS Comment : No

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## Response to Submission 17 (John Joseph, August 10, 2011)

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**17-1**

See MF-Response-GENERAL-2.

**17-2**

See MF-Response-GENERAL-15.